

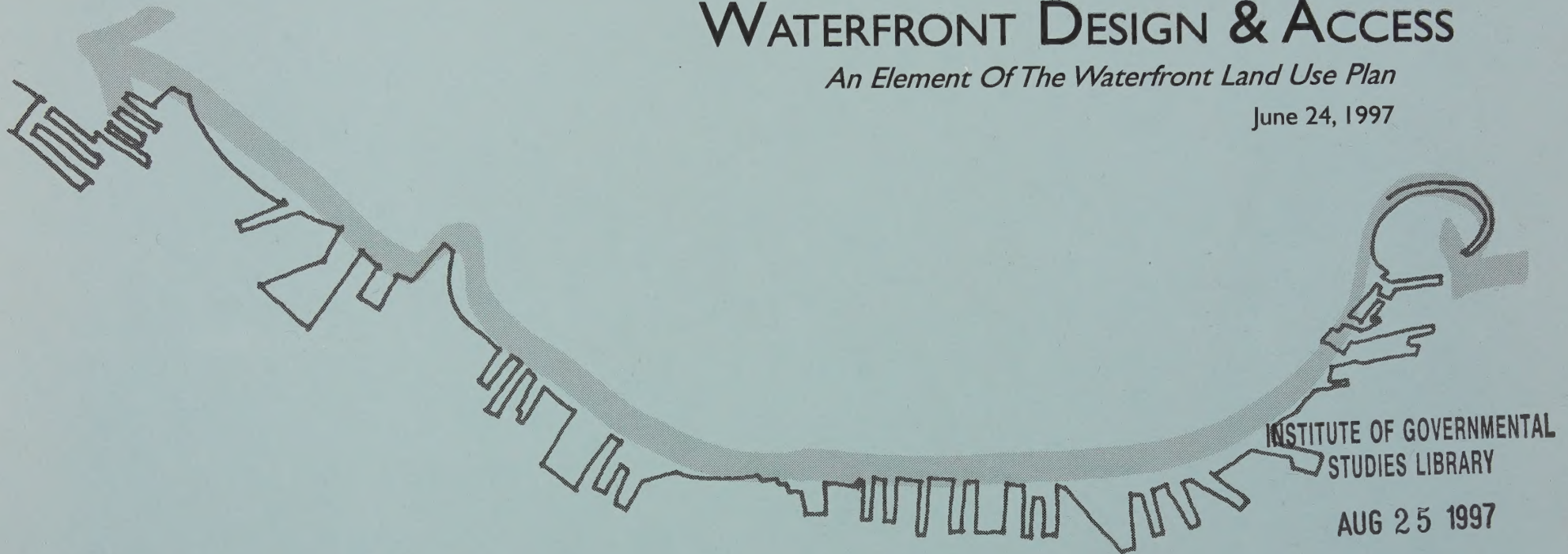
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PORT OF SAN FRANCISCO

WATERFRONT DESIGN & ACCESS

An Element Of The Waterfront Land Use Plan

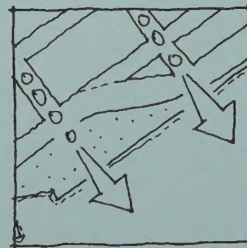
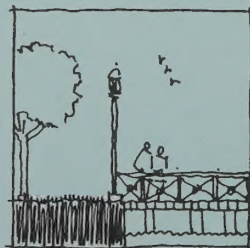
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THE PORT OF SAN FRANCISCO

WATERFRONT DESIGN & ACCESS

An Element Of The Waterfront Land Use Plan

- ♦ Public Access & Open Space
- ♦ Views
- ♦ Historic Resources
- ♦ City Pattern

- ♦ Architectural Design Criteria



Prepared by:
The Port of San Francisco
and the San Francisco Planning Department

with the guidance of the
Waterfront Urban Design Technical Advisory Committee

Adopted by the Port Commission
June 24, 1997

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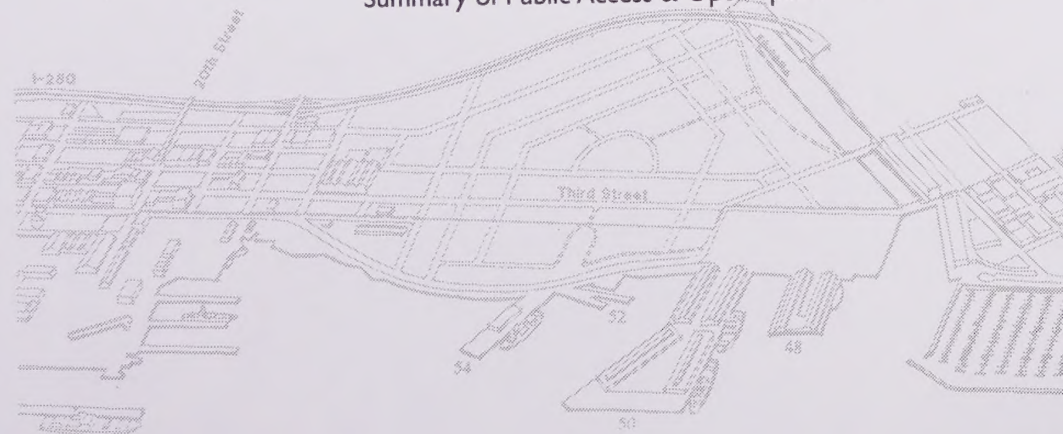
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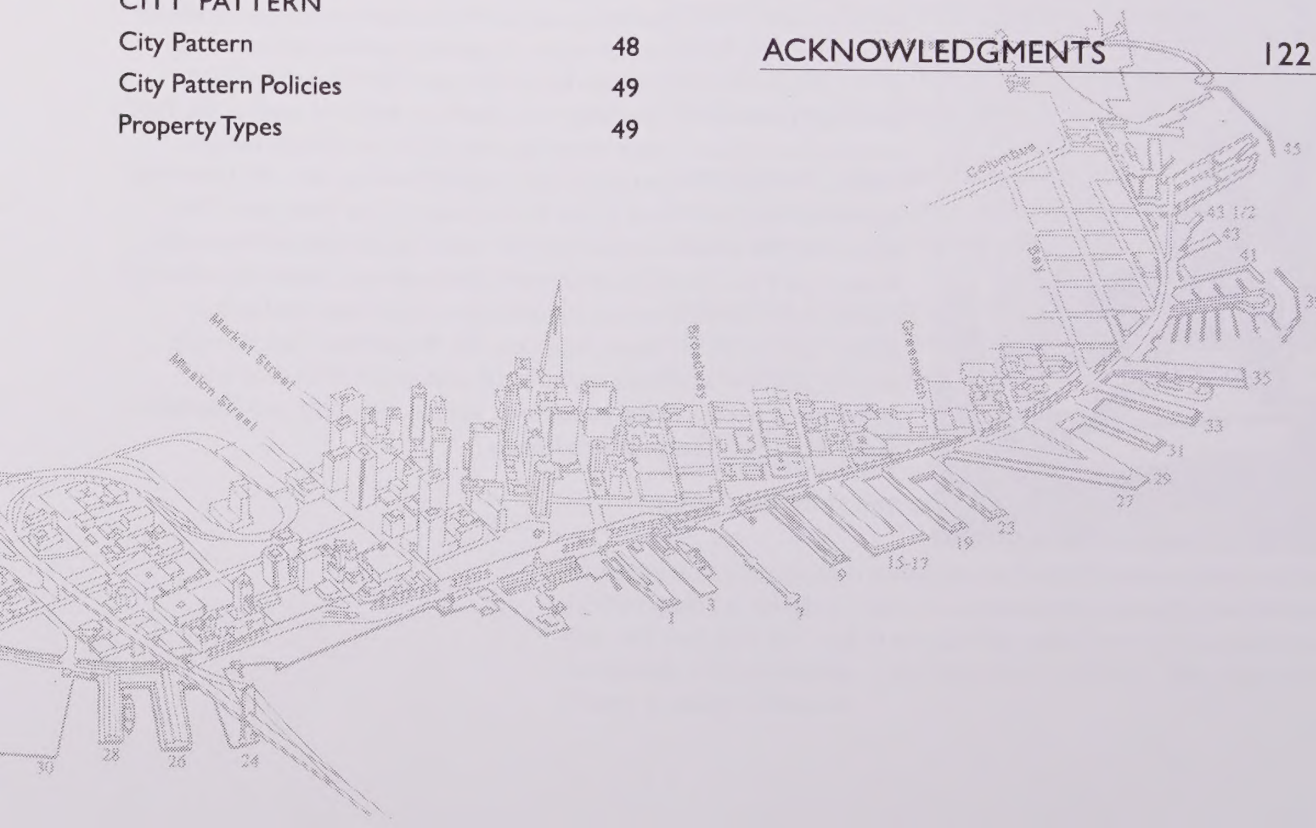
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Introduction

The Waterfront Design & Access Element

This Waterfront Design & Access Element (the “Design & Access Element”) is a component of the Port of San Francisco Waterfront Land Use Plan (“Waterfront Plan”). As such, it is intended to guide the physical form of the waterfront revitalization envisioned in the Waterfront Plan. The Design & Access Element provides policy for the preservation and development of public access and open space, views, and historic resources, as well as architectural design criteria that will be applied to new development.

The Waterfront Land Use Plan

The Waterfront Plan is the Port’s comprehensive land use policy document governing all property under its jurisdiction, generally from Fisherman’s Wharf to India Basin. It describes how and where existing and new land uses will be located along the waterfront over the next twenty years.



Fishing Boats in San Francisco Bay

Most of the Port’s property consists of former tidelands which are held in “public trust” for all the people of California. As trustee of the property since 1969, the Port is required to promote maritime commerce, navigation and fisheries, as well as to protect natural resources and develop recreational facilities for public use. The Waterfront Plan therefore provides for the long-term land use needs of each of the Port’s maritime activities - cargo shipping, ship repair, passenger cruises, fishing, ferries and excursions, recreational boating, etc. - by reserving approximately two-thirds of the Port’s property for these uses. For properties not needed exclusively for water-dependent activities, the Waterfront Plan identifies other uses which provide public benefits and can thrive in a setting where maritime use, open space and public access also occur. In these locations, the Waterfront Plan strongly encourages new waterside commercial uses which bring day and nighttime activities to the waterfront, such as assembly and entertainment, retail, restaurants and museums.

The Waterfront Plan is the product of an intensive, five year public planning process conducted primarily by a 27 member Waterfront Plan Advisory Board. During the planning process, it became clear that one of the greatest public concerns about the Port's future is how the waterfront will interface with the City both visually and functionally. Thus the overarching vision of the Waterfront Plan is "the City reunited with its waterfront."

Four of the seven goals which guided development of the Waterfront Plan touch on how the design and access of new waterfront activities can help achieve this vision:



End of Pier 31 in the Northeast Waterfront

Urban Design Worthy of the Waterfront Setting:

The design of new developments should be of exemplary quality and should highlight visual and physical access to and from the Bay, while respecting the waterfront's rich historic context and the character of neighboring development.

Access To and Along the Waterfront:

A network of parks, plazas, walkways, open spaces and integrated transportation improvements should improve access to, and enhance the enjoyment and appreciation of, the Bay environment.

An Evolving Waterfront, Mindful of its Past and Future:

Improvements should respect and enhance the waterfront's historic character, while also creating new opportunities for San Franciscans to integrate Port activities into their daily lives.

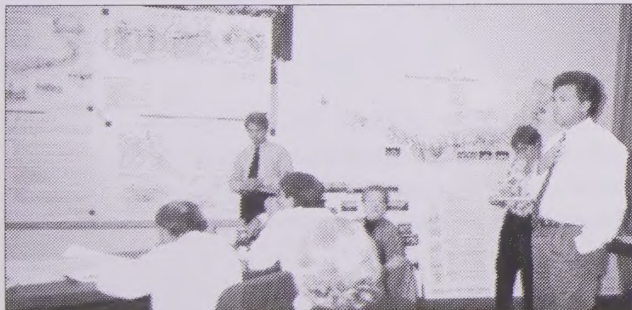
A Diversity of Activities and People:

Port lands should host a diverse and exciting array of maritime, commercial, entertainment, civic, open space, recreation and other waterfront activities for all San Franciscans and visitors to enjoy.

When the Port Commission endorsed the Draft Waterfront Plan in January 1995, it added a requirement that the Port develop design guidelines to address the public's overwhelming concern about how the revitalized Port will look and feel, and to ensure that waterfront redevelopment occurs in a manner sensitive to and compatible with the beauty of the San Francisco Bay. This requirement led to the development of this Design & Access Element.

Related Urban Design & Public Access Documents

- Port of San Francisco Waterfront Land Use Plan, April 1996
- San Francisco General Plan
- Waterfront Plan Workshop Reader, December 1994
- Fisherman's Wharf Urban Design Plan, Skidmore, Owings & Merrill, May 1989
- BCDC Bay Plan and Special Area Plan
- BCDC Total Design Plan for Piers 7 - 24, May 1986
- BCDC Public Access Design Guidelines, September 1985
- The Embarcadero Plan, SFAIA April 1986
- Waterfront Transportation Projects - Urban Design Review of Overall Project, Sasaki & Team, December 1991
- Signing Study for The Embarcadero Sasaki & Team, January 1995
- Waterfront Transportation Projects Urban Design — Design and Development guidelines, Bechtel, 1988
- Central Embarcadero Urban Design Strategy, ROMA, June 1993



Urban Design Technical Advisory Committee

Preparation of The Design & Access Element

The Design & Access Element was prepared by staff from the Port of San Francisco and the San Francisco Planning Department, based on the guidance of a nine member Technical Advisory Committee (TAC). The TAC was composed of representatives from agencies and organizations with particular concerns or mandates that relate to the waterfront environment, including the Waterfront Plan Advisory Board, the San Francisco Bay Conservation and Development Commission (BCDC), the San Francisco Planning and Urban Research Association, the San Francisco Planning Department, the American Institute of Architects, the American Society of Landscape Architects, the Save San Francisco Bay Association (Save the Bay), and individuals with specific experience in waterfront design and historic preservation. The TAC met regularly for over one year to direct, review and critique the Design & Access Element. Additional input and review by BCDC and Save the Bay focussed on public access and open space and resulted in special emphasis on these resources in this document.

Throughout the past 20 years, the San Francisco waterfront has been the subject of many different planning and design studies initiated primarily by the San Francisco Planning Department, BCDC, or in response to public or private development projects proposed on or near the waterfront. Over a dozen such studies identified common urban design or public access principles which today are embraced by the public and appointed decision-makers. Based on these common principles, the TAC used the following working goals which they applied and balanced as they developed their recommendations for goals, policies, and design criteria for design and access along the waterfront.

•City Connection

Create clear access and connections to the waterfront from adjoining neighborhoods.

•Views

Frame and create views from publicly accessible areas, including views of the Bay and across the water, of maritime activities, back to the City, and from City streets and hilltops.

•Identity

Each waterfront planning area should have its own identity, yet be compatible with adjacent City neighborhoods.

•Maritime Character

Enhance the working waterfront character with development that is in context with maritime uses.

•Historic Resources

Recognize and preserve historic resources, while creating greater public access to the waterfront.

•Continuous Public Access

On piers within specified planning areas, provide a continuous flow of public access, including open spaces and pier edges, where compatible with maritime operations.

•Clear Destination

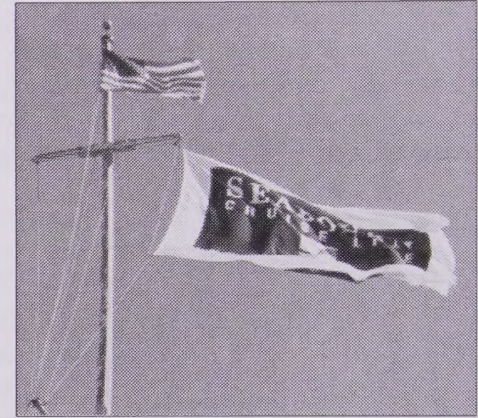
Public access on piers should lead to clearly defined destination points. Destination points may range from a simple widened public access point with a view, to a major commercial attraction.

Who Will Use The Design & Access Element

The Design & Access Element will be used on a regular basis by agencies, organizations, and individuals interested in ensuring that good design and access remain a priority along the San Francisco waterfront.

The Port of San Francisco

Port staff and the Port Commission will review proposed waterfront improvements and leases to ensure that they are consistent with the Waterfront Plan and the Design & Access Element. The Element's policies ensure that those urban design features which make the San Francisco waterfront a unique and wonderful urban place - public access and open space, views, historic resources - will be protected and enhanced while the Port balances its public trust responsibilities and implements the Waterfront Plan. The Port will update the Waterfront Plan and, if necessary, the Design & Access Element, every five years to ensure that these documents provide current direction to decision-makers and the public.



Fishing boats along Jefferson Street in Fisherman's Wharf

Other Public Agencies

The San Francisco Planning Department and BCDC also have jurisdiction over many aspects of waterfront development. The Planning Department will work with the Port to ensure consistency between its planning documents (the San Francisco General Plan and Planning Code) and the Waterfront Plan and Design & Access Element. Likewise, BCDC will work with the Port to ensure consistency between its planning documents (the Bay Plan and Special Area Plan) and the Waterfront Plan and Design & Access Element. Amendments will be necessary to Port, Planning Department and/or BCDC documents to ensure such consistency. Upon achieving consistency with other agencies' documents, the Design & Access Element will be the set of design standards used by the Port, the Planning Commission and BCDC in a coordinated project review process to shape and evaluate new waterfront development projects.

The Public

The Waterfront Plan and Design & Access Element were developed with extensive public input and oversight to ensure that they represent a thoughtful public consensus about how waterfront revitalization should unfold. The public can therefore refer to these documents to ensure that public agencies with jurisdiction over various aspects of waterfront development are being responsive to public concerns and

consensus as they conduct project reviews and approvals. They also may use these documents to learn about the future plans for specific areas of the waterfront.

Developers & Port Tenants

In the past, many development projects proposed for the waterfront were met with well-organized citizen opposition. While often justifiable, this opposition has led some developers to view the waterfront as a risky place for development because of the lack of a consensus about the appropriate type and amount of development. Fortunately, developers can now look to this document and the Waterfront Plan to determine the land use, design and access requirements that are considered important to the community and that will be applied to proposed projects. While approvals from all agencies can never be guaranteed, developments which are designed to meet the goals and objectives of these documents will have the optimum potential for success.

How to Use the Design & Access Element

The Design & Access Element sets forth the policies and objectives which will be applied to revitalization of waterfront property operated by the Port of San Francisco from Fisherman's Wharf to Pier 70. It provides concerned citizens, waterfront developers and public servants with the information they need to ensure that proposed waterfront projects meet required standards for public access and open space, views, historic preservation and architectural design.

The Design & Access Element must be used in conjunction with the Waterfront Land Use Plan to fully understand the range and character of land uses permitted on Port property. In addition, development projects on the waterfront must be consistent with the plans and policies of the San Francisco Planning Department and BCDC.



Embarcadero Promenade along the Northeast Waterfront

The Introduction ...discusses the relationship of the Design & Access Element to the Waterfront Land Use Plan.

Chapter One...describes the unique **form and evolution** of the San Francisco Waterfront.

Chapter Two... describes the **goals** of the Design & Access Element and identifies “**City Connection Areas**” where waterfront revitalization and connections to the City are most likely to occur.

Chapter Three... describes and provides **policies** and **qualitative standards** for **public access** and **open space**, including the PortWalk, and for **views** and **historic resources**.

Chapter Four... provides **general architectural criteria** for piers, bulkhead sites and seawall lots and **site specific criteria** for specific sites in each of six subareas of the Port.

If You:

Would like a quick and specific description of the **future of a particular site...**

Would like to know the **detailed policies and objectives** which will be applied by the Port when reviewing a proposed project...

Would like to know which **views** to, from, and along the waterfront will be preserved...

Would like to know how the Port will protect the waterfront's **historic resources...**

Would like to know where you will be able to walk along the waterfront and enjoy **parks, plazas, new open water areas** and other **open spaces...**

Want more information about the relationship between this document and the **Waterfront Land Use Plan...**

Have your eye on a piece of property and would like information about the **land uses** which are allowed on Port property...

Would like any **further information** about this Design & Access Element or the Waterfront Land Use Planning process...

Then:

Refer to the site-specific design criteria for the particular site in **Chapter Four**.

Refer to the policies and qualitative standards for public access and open space, views and historic resources in **Chapter Three**, and the general criteria for piers, bulkhead sites and seawall lots (depending on the site) and the site specific criteria in **Chapter Four**.

Review the maps and discussion of existing and future view sites, street views and view intervals in **Chapter Three (pp. 32-39)**.

Review the maps and discussion of the Port's historic resources in **Chapter Three (pp. 40-47)**.

Review the maps and discussion of existing and future open spaces, and the policies, qualitative standards and concepts for public access and open space and the PortWalk in **Chapter Three (pp. 20-31)**.

Read the discussion of the Waterfront Land Use Plan in the **Introduction (p. 4)**.

Refer to the **Waterfront Land Use Plan**. Call the Waterfront Plan information line (**415-274-0354**) for a copy of the Plan or to obtain further information.

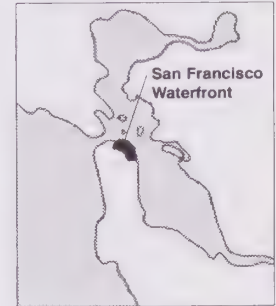
Please call the **Waterfront Plan information line (415-274-0354)**; we will be glad to help.

Waterfront Form

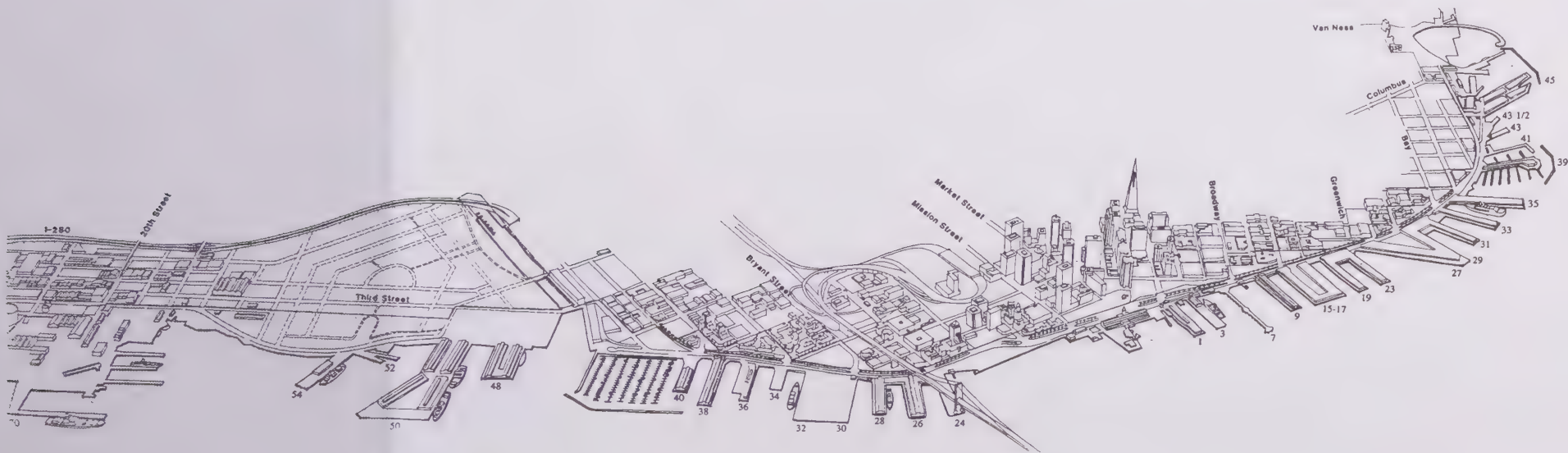
Chapter One

An Urban Waterfront

Of the over 400 miles of shoreline that encircles San Francisco Bay, the Port of San Francisco oversees a five mile stretch of unique urban waterfront from Fisherman's Wharf to Pier 70. Here, the waterfront possesses built features which distinguish it from the less developed or natural shoreline found elsewhere around the Bay. These features include: The finger piers which extend into the Bay; The Embarcadero roadway - a major arterial that parallels much of the northern waterfront; the City street grid pattern that begins and ends at the waterfront in a variety of unusual angles; the City's famous hilly topography and densely developed waterfront neighborhoods and districts; historic waterfront buildings; and a rich mix of urban activities. From the San Francisco waterfront, one can enjoy views of maritime activities, the Bay, historic architecture and the City's vibrant neighborhoods and commercial districts.



The piers and bulkhead structures which line the waterfront are reminders of San Francisco's rise in trade and commerce from the 1860's through the 1930's. Today, the pattern of piers and bulkhead buildings, interspersed with open water along the City's edge, provides a unique urban form that contributes to the City's identity. The contrast of built form with public open spaces and the natural setting of the Bay, the interplay of diverse uses within a compact area, and the architectural style and scale of buildings, creates an



exciting and renowned urban experience. This Design & Access Element seeks to preserve these qualities that are unique to the San Francisco waterfront by expanding and protecting public access and open space, views, and historic resources as the waterfront continues to evolve.



Above: view of the waterfront and Downtown San Francisco from south of the Bay Bridge. Upper right: new South Beach neighborhood and The Embarcadero roadway. Lower right: a fireboat at Pier 22 1/2



Evolution of San Francisco's Shoreline

The following figures illustrate how San Francisco's shoreline has evolved over the past 150 years. Starting in the 1850's, the waterfront edge and adjacent inland properties were shaped to accommodate maritime industry. As technological innovations transformed the shipping and transportation industries, the waterfront edge was altered accordingly. More recently, increased use of the shoreline and adjacent areas north of China Basin for residential and commercial uses and public recreation has led to additional changes in the shoreline. The waterfront will continue to accommodate maritime needs, provide opportunities for public recreation and enhancement of the Bay and provide new commercial recreation uses that draw people to the shore. These future physical changes will be guided by policies in this Design & Access Element which are based on an understanding of how the waterfront has evolved, why its form is unique to San Francisco, and how it can be enhanced.



1852 Shoreline

The San Francisco shoreline as it existed two years after California's official admission into the United States (solid line), compared to the 1997 shoreline (dotted line).

1908 Shoreline

Between 1852 and 1908, the Gold Rush and an explosion of shipping and trading activity led to Bay fill for a harbor and supporting warehouse district. An initial seawall was completed in the Northern Waterfront and a second, longer seawall was begun. By 1908, just two years after the Great Quake, twenty-eight piers were in operation.

1931 Shoreline

Between 1908 and 1931, the Port undertook major harbor improvement and “beautification” projects. The second seawall was completed, new “finger” piers and bulkhead buildings were constructed, and the Beltline railway system was expanded along the entire length of the waterfront. By 1931, forty-nine piers and twenty-one ferry slips were operating along the waterfront. Through the end of World War II, the Port of San Francisco was the dominant West Coast shipping port.

1969 Shoreline

By 1969, the number of piers was reduced to 45, mainly because some “finger” piers were combined into larger piers to meet modern warehousing and shipping needs. The ferry slips at the foot of Market Street were removed because commuters preferred to travel by automobile—a mode of transportation which was encouraged by the construction of the Bay Bridge and the Embarcadero freeway.

1997 Shoreline

By 1997, the number of “finger” piers was further reduced, making way for a new recreational retail center at Pier 39, the Pier 7 public access pier, views of the Bay along the Embarcadero Promenade north of the Bay Bridge, and a small boat marina in South Beach. These changes in the shoreline were regulated, in part, by BCDC, which was created in 1965 to regulate Bay fill. The northern waterfront today contains a mix of maritime support, passenger cruise, fishing, ferry and excursion, office, and retail uses. Most cargo operations have moved south to modern cargo terminals at Piers 80 and 94-96.

Waterfront Design & Access Goals

Chapter Two

Waterfront Urban Design

Urban design addresses the physical character and built environment of a city. Good urban design reinforces the visual and sensory relationship of an urban area and the physical relationships that give character to a city. It concerns both preservation and development, and the fitting together of pieces with appropriate scale and visual interest, without unsettling contrasts. Urban design incorporates our cultural heritage and values things that explain our past. In the end, good urban design should help make a city efficient, safe, healthy, enjoyable, and valued by its residents.

The Design & Access Element is an effort to recognize the positive attributes of the San Francisco Waterfront, conserve and enhance these attributes, and improve the physical character of the waterfront where it is less than adequate. It defines the qualities that make the San Francisco waterfront a glorious edge to a great City, and provides direction for the physical form of development and open spaces envisioned in the Waterfront Plan.

Waterfront Design & Access Goals

The unique character of the San Francisco waterfront derives from a rich mix of urban activities, variety of views and open spaces, cohesive historic context, and extraordinary natural setting. The Design & Access Element seeks to ensure that this unique waterfront character is preserved and enhanced as waterfront revitalization occurs. Towards this end, the Design & Access Element takes a comprehensive approach to identifying how public access and open space and views will be maintained, enhanced and expanded, in ways which are sensitive to existing urban patterns and historic waterfront resources. This Element also includes design criteria specific to geographic segments ("subareas") and individual sites along the waterfront. As new development occurs along the waterfront, the following three goals will guide the enhancement of the waterfront as a public asset.



Reunite the City with the Waterfront. This is the overarching goal of the Waterfront Plan and this Design & Access Element. The waterfront is an asset that has evolved from maritime industrial uses to a variety of maritime and public serving recreation and open space, business, and commercial uses. From the late 1800's to the early 1900's the waterfront was the physical and economic center of the City's bustling transportation and trade activities. Subsequent technological and infrastructure changes, such as the transition to container shipping and construction of the Embarcadero Freeway, caused San Franciscans to turn their backs to the waterfront. Today, the removal of the Embarcadero Freeway and its redesign as an urban boulevard with transit and pedestrian improvements, have rekindled the public's desire to enjoy the waterfront. The Waterfront Plan sets forth land use policies which continue to give priority to maritime uses, but also promote public, cultural and commercial activities which activate and draw people to the waterfront and provide strong visual

and physical connections to surrounding neighborhoods. It is in this way that the Waterfront Plan will guide reunification of the City and the waterfront. The policies and design criteria in this Element address how the design and location of new development, new public access and open spaces, protection and expansion of views, and preservation of historic resources will help achieve this goal.

Create a continuously accessible waterfront from Aquatic Park to Pier 70. The convergence of the City and the



Bay provides a distinct edge to the City of San Francisco. This waterfront edge already provides many areas where the public can enjoy views of spectacular natural and built features and maritime uses that contribute to the fascination of the waterfront. In addition, the public can enjoy continuous waterfront access as they stroll

along the Embarcadero Promenade or drive along the roadway. In many places, the edge can be enhanced with more access extending onto piers and wharfs and better continuity of access, views, and circulation along the waterfront edge.



Recognize the unique identity of the waterfront's districts.

From Aquatic Park to Pier 70, the waterfront passes through seven different City districts: Fisherman's Wharf, Base of Telegraph Hill, Downtown, Rincon Hill, South



Beach, Mission Bay, and Pier

70. Each of these districts has a distinct architectural character that has been created by the land uses, scale of buildings, and architectural features of the district. The historic and current uses of the waterfront also have affected the character of different areas. For example, Fisherman's Wharf is characterized by many simply-detailed, one story industrial buildings, the Northeast Waterfront by its bulkheads and piers that were developed for cargo operations, and the Ferry Building area by its civic character. As improvements are made along the waterfront, the character of new buildings and public improvements should help strengthen the unique architectural character and identity of each of the subareas identified in this Design & Access Element. Attention to subarea identity will also strengthen the relationship between each subarea of the waterfront and its adjacent City district.

City Connection Areas

The Waterfront Design & Access goals will have the greatest opportunity to be fully realized in the “City Connection Areas”—important places where the City and the waterfront converge and where reunification of the City and the waterfront is most likely to occur. Each of these areas possesses one or more of the following features:

Open Space

A significant existing or future public waterfront open space;

Unique Character

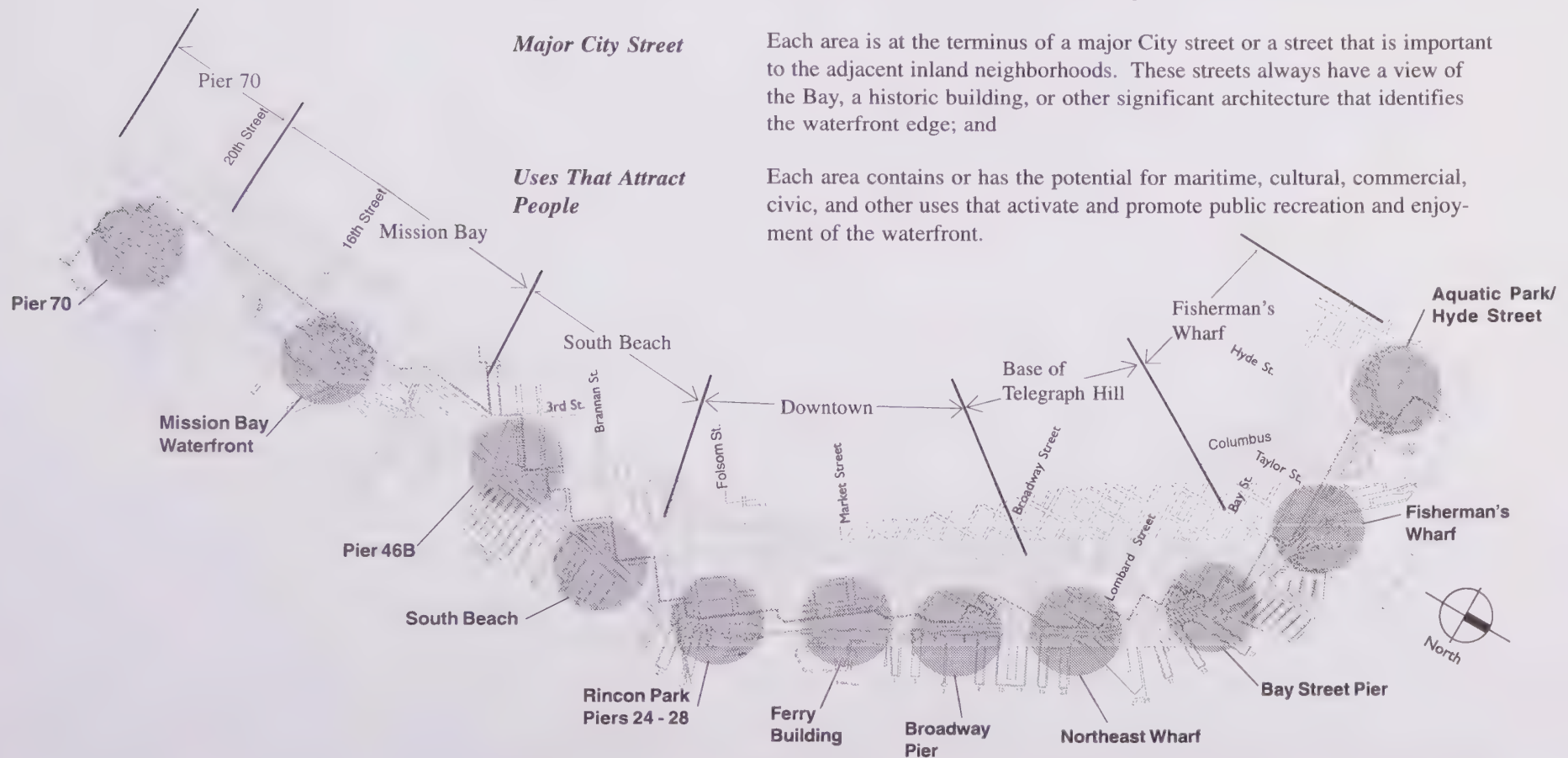
An architectural or maritime character of improvements that is unique to that area of the waterfront and adjacent neighborhood;

Major City Street

Each area is at the terminus of a major City street or a street that is important to the adjacent inland neighborhoods. These streets always have a view of the Bay, a historic building, or other significant architecture that identifies the waterfront edge; and

Uses That Attract People

Each area contains or has the potential for maritime, cultural, commercial, civic, and other uses that activate and promote public recreation and enjoyment of the waterfront.



The City Connection Areas are located at regular, five to ten minute walking intervals along the waterfront. Together, they establish a comprehensive network of individual places from Aquatic Park to Pier 70 where public access and open space, view and historic preservation objectives will be applied to new developments. Some of the areas are already well established such as Fisherman's Wharf. Others are identified in the Waterfront Plan as “Mixed Use Opportunity Areas” where the development of new open spaces and/or public access, maritime activities, and

commercial uses is targeted. Port properties south of Pier 70 are largely developed or reserved for container terminals which preclude their redevelopment as City Connection Areas.

Aquatic Park/Hyde Street	This area includes those portions of the swimming and rowing club docks and Bay waters which are within Port jurisdiction on the east side of Aquatic Park, the San Francisco Maritime National Historical Park at the Hyde Street Pier, and the planned Hyde Street fishing harbor. In combination, these existing and future facilities will enhance the maritime, historic and recreational character of Fisherman's Wharf.
Fisherman's Wharf	The Wharf exhibits a unique mix of fishing and visitor-oriented uses, and an eclectic built form. Expanded fishing industry operations, harbor facilities, ferry operations, and public open space on Seawall Lots 300 and 301 will complement existing visitor attractions and draw City residents to the area.
Bay Street Pier	This area will provide an important connection to the City where Bay Street meets the historic bulkhead buildings along The Embarcadero. Piers 31-35 and Seawall Lot 314 form a development opportunity area which, together with East Wharf Park, will provide a gateway to Fisherman's Wharf from the Northeast Waterfront.
Northeast Wharf	A new waterfront open space will be located between Piers 15 and 29 if new development occurs on piers in this area. It will provide a connection to the waterfront and views of Treasure Island for residents, workers and visitors to the base of Telegraph Hill area.
Broadway Pier	Pier 9 is a prime maritime site and Seawall Lots 322-I, 323 and 324 are prime sites for infill development. New uses should take advantage of the major public access amenities at Pier 7 and provide a focal point for the area where Broadway meets The Embarcadero.
Ferry Building	The Ferry Building is the focal point of the area. This historic landmark building and its environs will be restored as a regional transportation hub with public and commercial uses, a grand boulevard and new public plaza.
Rincon Park & Piers	Rincon Park will provide a new downtown open space with spectacular Bay views. The Park will be enhanced by the removal of dilapidated Pier 24 and development of new maritime and commercial recreation uses on Piers 26 and 28. Pier development will include new public access with views of the Bay Bridge and the City skyline.
South Beach & Pier 46B	The South Beach area, which includes the site of the planned Giants ballpark at Pier 46B, has undergone a transition from industrial uses to mixed residential and commercial uses. Piers 34 and 36 will be removed to create "Brannan Street Wharf," a major public open space to serve local residents and businesses, and ballpark visitors. This open space will also serve future maritime and commercial recreation uses on adjacent Piers 30-32.
Mission Bay Waterfront	This area's unique character is derived from an active mix of maritime uses along the shoreline ranging from cargo operations to recreational boating. Waterfront public access improvements will include new waterfront walkways along Terry Francois Boulevard and China Basin Channel with maritime and City views.
Pier 70	Located adjacent to the Port's ship repair yard in the heart of the industrial waterfront, this area includes historic Union Iron Works buildings (Buildings 101, 102, 104 and 113-114) which should be preserved and adaptively reused.

Policies for the Waterfront: Public Access & Open Space, Views, Historic Resources, City Pattern

Chapter Three

This chapter examines the four most important “waterfront design resources” which define the urban design character of the Port waterfront -- open space and public access, views, historic resources, and city pattern. These resources are evaluated in their existing condition, and policies and future actions are specified to:

- **Preserve** the existing resource;
- **Enhance** the resource where appropriate; and
- **Create** new resources where needed along the waterfront.

Applying these concepts requires an understanding of how the open space, views, historic resources, and city pattern work together to create the waterfront’s unique character, and how preservation, enhancement, and creation of these resources fits into the Port’s overall public trust responsibilities and economic capabilities.

To provide a baseline for analysis, inventories were prepared to record the types and location of existing open space and public access areas, views and vantage points, historic and non-historic buildings, and components of the City’s pattern. Analysis of how people use and enjoy San Francisco’s dynamic urban waterfront led to an understanding of the interdependence of views, open spaces, and historic resources with the Port’s maritime, commercial and recreation activities. For example, dramatic views of the Bay or maritime activities are often framed by historic buildings that house commercial activities and restaurants and/or that are the major feature of an open space. An open space next to an historic or non-historic building often emphasizes the building’s importance and increases its visibility, while activating the open space and making it safer. The interplay of rectangular finger piers and open water areas creates a city pattern that is unique to San Francisco.



Pier 29 Bulkhead

In order to enhance existing resources or provide well designed new resources, the Port will balance the opportunities and constraints of public access and open space, views and historic resource preservation with the Port’s commercial and maritime activities. In some areas, the placement or protection of one type of resource can limit the opportunity for another resource. Between Piers 19 and 35, for example, the distance between waterfront views is greater than in other parts of the waterfront because many bulkhead buildings and piers remain in this area. While wholesale removal of bulkhead buildings and piers would open up views in this area, it would do so at the expense of erasing part of San Francisco’s architectural heritage and splendor, and removing dynamic waterfront commercial and maritime activities. Views could, however, be created through openings in historic buildings and by selective removal of non-historic buildings.



Embarcadero Promenade between Piers 28 and 30-32

The architectural character of Port development will be directed to enhance San Francisco's unique city pattern. Development on piers and on the seawall will emphasize the edge where land and water meet. Development on the "inland" seawall lots will complement the character of adjacent city districts. By preserving, enhancing and creating a unique combination of waterfront resources and land uses, the Port will provide a balanced variety of waterfront experiences for San Franciscans and visitors to enjoy.

Implementation of the policies in this chapter will create a scenic and publicly accessible waterfront, while allowing the Port to continue to meet its maritime land use needs, and provide opportunities for new activities and uses to draw people to the shore.



Fishing boats at Pier 45 in Fisherman's Wharf

Public Access and Open Space

The waterfront's network of existing and future public access and open space areas is one of the City's most significant waterfront resources. It extends the City's park and open space system, connects the City with the expansive waters of the Bay, and offers tremendous opportunities for public enjoyment of the waterfront.

This section provides an overview of the primary waterfront public access and open space policies, quantitative and qualitative standards for public access and open space in new developments, illustrative examples of how public access and open spaces can be provided on piers, and a description of existing and future public access and open spaces.

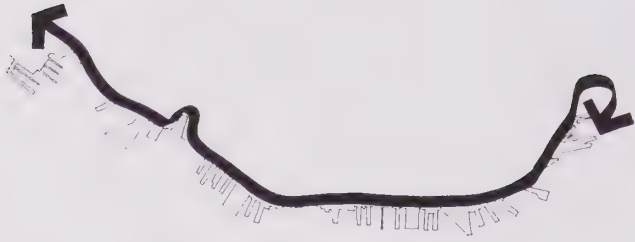
Public Access & Open Space Policies

The Port's public access and open space plan reflects four primary policies: a 'continuous' public access and open space program that encourages people to explore the entire waterfront; a 'sequence' of significant open spaces occurring at frequent walkable intervals; a 'variety' of public access and open spaces to experience the waterfront's many activities; and public access and open spaces which provide connections between the City and the Bay. In developing

new public access and open space, the Port will build upon its base of existing public access and open space, create opportunities for people to explore the entire waterfront through a variety of recreational opportunities and connections with the water, and provide opportunities for spectacular views of the Bay and its maritime activities. In addition, the Waterfront Land Use Plan calls for the creation of a 'PortWalk' along the waterfront which integrates new public access and open space on piers with the Port's continuous waterfront walkway. Concepts for the design and qualities of the 'PortWalk' and other public access to be included as part of pier development are discussed on the following pages.



Pier 7 public access and fishing pier



Continuity

Develop a continuous waterfront walkway that connects public access, open spaces and activity areas from Fisherman's Wharf to Pier 70. The Embarcadero Promenade already provides a major portion of this walkway from Pier 39 to South Beach. Proposed future walkway improvements from China Basin to Pier 70 and improvements to the Jefferson Street sidewalks in Fisherman's Wharf will improve pedestrian access and enjoyment and will complete a continuous walkway along the waterfront. This concept is a fundamental part of the PortWalk which will extend public access onto piers.



Sequence

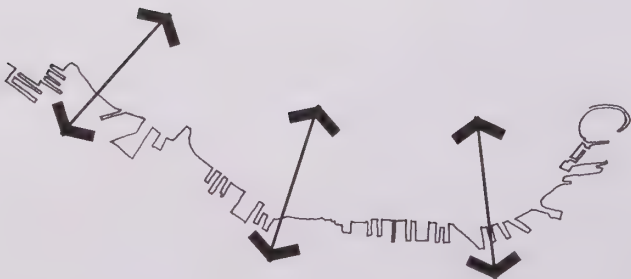
Create a sequence of major open spaces that occur frequently and regularly at significant points along the waterfront. East Wharf Park at Pier 39, Pier 7, and South Beach Park are major existing open spaces north of China Basin. They will soon be joined by a major plaza in front of the Ferry Building and a landscaped park at Rincon Point. Additional future open spaces at Fisherman's Wharf, Northeast Wharf in the Pier 15 to 27 area, at the terminus of Brannan Street, and in the Mission Bay area also will contribute to this network. These open spaces will be complemented by a variety of smaller open spaces on piers and in other locations along the waterfront.

Open Space Types

- Waterfront Plazas and Parks
- Historic Ships and Boats
- Waterfront Walkways and Edges
- Natural Areas/New Open Water
- Piers/Open Spaces

Variety

Develop a variety of public access and open spaces that offer many recreational opportunities and enhance other uses along the waterfront. The waterfront has a variety of public access and open spaces including natural areas, landscaped parks, plazas, waterfront walkways and open water areas. New public access and open space should continue to expand the diverse opportunities for recreation, views and appreciation of the waterfront and the Bay.



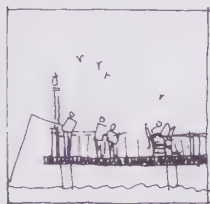
Connection

Design public access and open spaces to encourage connections between the City, the waterfront and the Bay. Many people will be drawn to those waterfront access areas which are most visible from the City. New public access and open spaces should therefore be designed to maximize visibility or other connections between the City, the waterfront and the Bay.

Qualitative Standards For New Public Access and Open Space

To ensure maximum public enjoyment, new public access and open spaces should also meet qualitative criteria that address placement of the open space within a project, microclimate conditions, area identity, site improvements, and other qualities. The following standards will be used to review the design of public access and open spaces in future projects. How the guidelines apply varies depending on the size of the open space, location along the waterfront, type of adjacent or associated use, and location and type of other open spaces in the area. More specific criteria for individual sites can be found in Chapter 4.

Visible Connection to the Water



To encourage public use, the water's edge should be visible from new public access and open spaces, and new public access and open spaces should include contact with a pier edge, seawall edge, or other waterfront edge wherever feasible.

Connection to The Embarcadero



If not directly connected to the water's edge, new public access and open spaces should include a clear walkway or other circulation route identifying how to reach it from the Embarcadero Promenade.

Area Identity



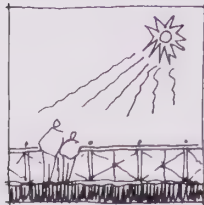
The type and character of public access and open space improvements should emphasize the maritime character of the San Francisco waterfront and build upon and enhance the unique character of the adjacent area, based on architectural characteristics, history, type of use, and/or relationship to the City (e.g. Fisherman's Wharf is a working, industrial commercial fishing harbor while the Ferry Building is the civic and transportation center of the waterfront).

Required Public Access



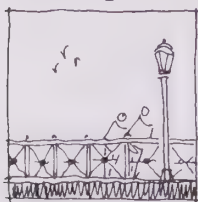
Designated public access areas should be located at ground or platform level, be open to the sky (except limited covering is allowed if it enhances public access and does not support private uses above), and should be provided along the waterfront edge (see pp. 24-25 for further discussion). Other uses may extend to the edge if the uses enhance the total project design and do not occupy more than 20 percent of the public access edge.

Microclimate Conditions



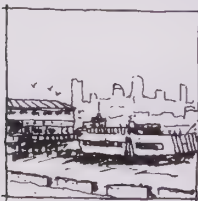
The design and placement of new public access and open spaces should address microclimatic conditions by providing, for example, places that are sheltered from wind and places which receive maximum sun exposure.

Site Improvements



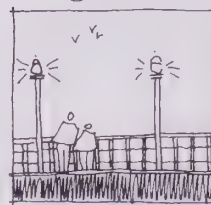
New public access and open spaces should include facilities that make open spaces usable to the public. This may include comfortable benches, drinking fountains, toilets, railings, trash receptacles, fish cleaning facilities, public art, landscaping, boat landing facilities, lighting, recreational opportunities, etc. Provide interpretive signage and displays, coordinated with a Portwide signage program, to inform the public about the waterfront's history, architecture and environmental resources.

Commercial Facilities Within and Adjacent to Public Access and Open Space



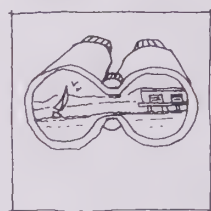
Design public access so that the user is not intimidated nor is the user's appreciation restricted by structures or incompatible uses. Allow accessory commercial activities (e.g. food and beverage services, bike or skate rentals, ferry queuing) within open space and public access areas after maintaining adequate pedestrian circulation and minimizing blockage of the waterfront edge. Allow adjacent commercial uses (e.g. restaurants) to spill out onto public access and open space areas. Clearly delineate adjacent commercial uses areas from public use areas with signs, planting, fences, elevational changes, or other distinguishing characteristics.

Design For Security



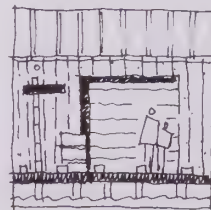
The location of open spaces and their visibility from adjacent uses can affect the safety and comfort of the public. Open spaces and site improvements should therefore be designed to avoid concealed areas and include adequate lighting.

Views

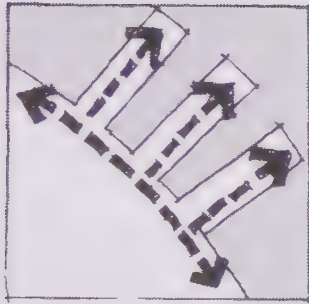


Public access should include views to the waterfront, Bay, maritime activities and/or the City. (Refer to Chapter 3 pp. 31-39 and Chapter 4 site specific design criteria for a complete discussion of views.)

Materials



Materials used in public access open space areas should be able to withstand the effects of a waterfront location.



PortWalk Concept

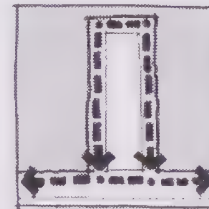
Qualitative Standards for the 'PortWalk' & Public Access on Piers

The 'PortWalk' will be a combination of the continuous waterfront walkway along The Embarcadero (the Embarcadero Promenade) and other waterfront roadways, and public access on piers. From the main walkway adjacent to the roadway, there will be visible connections to public access and development destinations over the water. 'PortWalk' public access on piers will take many different forms, depending on site location, view opportunities, and the type and design of the development project of which it is a part. The illustrations below demonstrate some ways in which circulation and destination areas can be located on piers to bring people to the water's edge. The Qualitative Standards for public access and open space described on pages 22-23 also should be applied when siting and designing public access and open space.

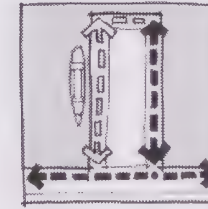
New public access and PortWalk improvements will be created as Port property is redeveloped with new uses. New developments on finger piers will be required to provide public access on at least 25% of the pier. For larger existing or reconfigured piers, it is expected that more public access will be necessary; the recommendation for the entire area dedicated to public access will be made through the joint design review process conducted by the Port, the San Francisco Planning Department and BCDC.

PortWalk/Circulation on Piers

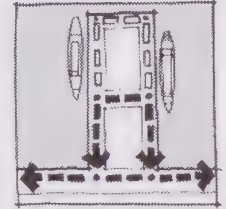
In the majority of cases, new development on piers will include PortWalk public access around the pier perimeter to maximize contact between people and the water's edge. In certain instances, safety considerations or maritime operational needs (e.g. ship loading and service areas at the cruise terminal) may preclude complete perimeter access. In other cases, priority viewing locations or microclimate conditions may warrant emphasizing public access on certain sides over others. This could be accomplished in a variety of ways, including use of higher quality pavement and construction materials or installation of more benches, lighting or other furniture and fixtures. These site-specific situations are addressed in the Subarea Design and Access Criteria presented in Chapter 4. For example, the criteria for Piers 26-28 call for aligning pier public access with the Harrison Street view corridor, and creating a public access edge on the north side of Pier 26 (or reconfigured pier) to take advantage of spectacular City views. Shown above are just two examples of how PortWalk circulation on piers could be modified from the standard pier perimeter public access design.



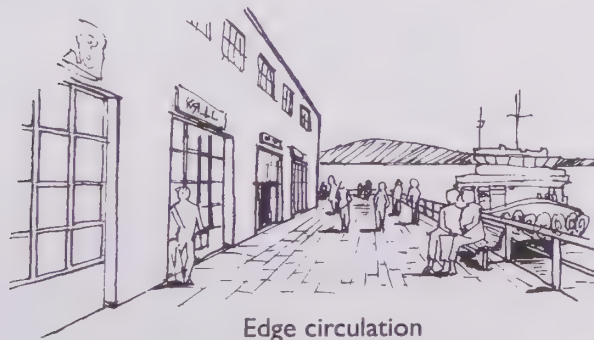
Perimeter



Edge



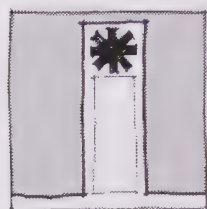
Half



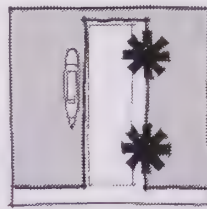
Edge circulation

PortWalk/Public Access Destination Areas on Piers

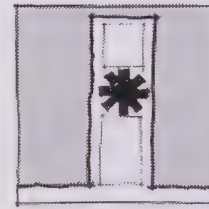
New pier developments will provide opportunities to create a variety of on-site open spaces as part of the PortWalk. As illustrated below, most often these public open spaces should be at the end of piers to maximize views of the Bay. However, in many locations, other view opportunities, microclimate conditions or overall site planning may dictate better locations for open spaces, such as the edge or interior of the pier, or close to The Embarcadero.



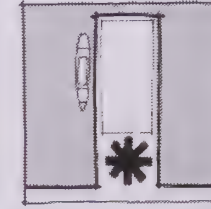
End



Edge



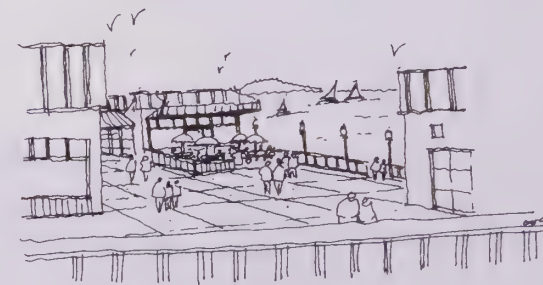
Interior



Street



Pier End Destination



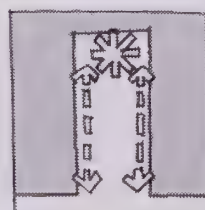
Interior and Edge Destination



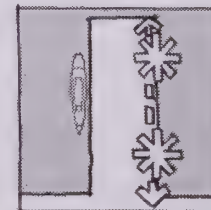
Edge Destination

Combination of PortWalk/Circulation and Destination Areas on Piers

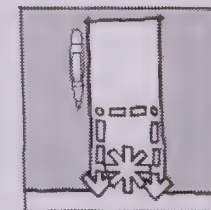
Taken together, there are innumerable combinations of circulation and destination public access designs which could be incorporated in new pier developments and integrated with pedestrian access from The Embarcadero to meet the public access and open space policies and implement the PortWalk. At right, are illustrative examples of how these public access features could occur:



End



Edge



Street

Summary of Public Access and Open Spaces

The development of the industrial and maritime Port from the 1860's through the 1930's offered few opportunities for public access or open space. Over the last 20 years, however, the shift of industrial activities to the southern waterfront and land use changes along the northern waterfront between China Basin and Fisherman's Wharf have encouraged the development of public access and open spaces on Port property.

Waterfront Plan policies call for developing additional public access, open spaces and other uses to attract people to the waterfront as part of maritime mixed-use projects. These new projects will incorporate recreation-oriented maritime and commercial uses and new public access and open space improvements. The Port will further improve waterfront public access by providing major public open spaces, such as Rincon Park, and new open spaces in Fisherman's Wharf, the Northeast Waterfront and South Beach.

The Port's existing and future public access and open space network is organized into five categories:

- Waterfront Plazas and Parks
- Pier Open Spaces
- Waterfront Walkways and Edges
- Natural Areas and New Open Water
- Historic Ships and Boats



Plaza and park amenities included as part of new developments in the South Beach area

Over time, the PortWalk will include and connect all these areas in a comprehensive public access program for the Port. For future public access and open spaces, site-specific design criteria are presented Chapter 4.

Port of San Francisco

Public Access & Open Space

Legend

- Existing Public Access & Open Space
- Planned Public Access & Open Space
- Proposed San Francisco Bay Trail
- Waterfront Plan Project Area Boundary

Existing and Planned Public Access & Open Space

(Planned Public Access & Open Space sites are italicized.)

- Jefferson Street Sidewalk
- Swimming and Rowing Clubs and Docks
- Hyde Street Pier
- San Francisco Maritime National Historical Park
- Hyde Street Harbor*
- Pier 47A Public Access
- Inner Lagoon Walkways
- Pier 45 East Apron
- Pampanito Submarine at Pier 45
- Triangle Lot, Piers 43 & 43 1/2 Public Access Areas*
- Pier 41 Public Access Pier
- Pier 39/Underwater World Public Access Improvements
- East Wharf Park
- Northeast Wharf*
- Pier 23 Public Access Improvements
- Waterfront Restaurant Public Access Improvements*

- Pier 7 Public Access and Fishing Pier
- Ferry Boat Santa Rosa Public Access
- Ferry Building Plaza; Ferry Plaza; Ferry Terminal, Pier 1/2*
- Ferry Terminal South Breakwater*
- Seawall Lot 347N
- Herb Caen Way ("Embarcadero Promenade")*
- Rincon Park
- Jeremiah O'Brien
- Brannan Street Waterfront*
- Pier 38 Public Access Improvements*
- South Beach Harbor Public Access Pier
- South Beach Park
- Giants Ballpark Public Access*
- China Basin Channel Natural Areas and Mission Creek Harbor Association Improvements
- Seawall Lot 337

- Pier 52 Boat Launch*
- Mission Bay Walkway*
- Mission Bay Open Space*
- Agua Vista Park
- Warm Water Cove Park
- Islais Creek
- Seawall Lot 344 Existing Wetlands
- Pier 98 Wetlands*
- India Basin Shoreline Park*

New Open Water Areas

- A. Northeast Wharf area -- location to be determined in the Pier 15-29 Special Planning Study.
- B. Pier 24
- C. Piers 34 and 36





Waterfront Plazas and Parks

Waterfront plazas and parks are soft landscaped or hard-surfaced plazas, most of which are located on seawall lots. Uses range from programmed activities, such as field games, to passive enjoyment of the Bay. Some landscaped open spaces include plazas, walkways or other hard-surfaced areas.

Existing

- 13 Sydney Rudy Waterfront Park (“East Wharf Park”)**
Lawn and children’s play area fronting on the Embarcadero between Piers 35 and 39 in Fisherman’s Wharf.
- 21 Seawall Lot 347N**
An office building plaza with Bay views at the north-east corner of Howard Street and The Embarcadero in the Ferry Building area.
- 28 South Beach Park**
Lawn and other park improvements adjacent to the South Beach Harbor in the South Beach area.
- 30 Mission Creek Harbor**
South side of China Basin Channel between Fourth and Sixth Streets in the Mission Bay area.
- 35 Agua Vista Park**
Planted area and fishing pier with views of Pier 70 along Terry Francois Boulevard in the Mission Bay area.
- 36 Warm Water Cove Park**
Native planting and walkways at the foot of Twenty-Fourth Street in the Southern Waterfront.



South Beach Park and Marina

Future

- 10 Triangle Lot, Piers 43 & 43 ½**
A new open space bounded by Jefferson, Taylor and Powell Streets and the Bay in Fisherman’s Wharf. The initial phase will be a plaza on approximately 70% of the Triangle Lot, financed by development on the remaining site area. The long term goal is to expand the open space to the water’s edge.
- 14 Northeast Wharf**
A new plaza to be developed by the Port adjacent to The Embarcadero between Piers 19 and 27 in the Northeast Waterfront area.
- 19 Ferry Building Plaza**
A new plaza on the City side of the Ferry Building to be developed with The Embarcadero roadway.
- Rincon Park**
- 23** A new park on the east side of The Embarcadero with views of the Bay Bridge, between Howard and Harrison Streets in the Ferry Building area.
- Brannan Street Wharf**
- 25** A plaza and Promenade open space to be developed and financed by the Port, including the removal of Piers 34 and 36 in the South Beach area.
- South Beach Park**
- 28** Phase 2 of the park adjacent to the proposed ballpark in the South Beach area.
- Seawall Lot 337**
- 31** Landscaped or natural area adjacent to China Basin Channel and Third Street in the Mission Bay area.
- Mission Bay Open Space**
- 34** Landscaped area adjacent to the Bay, along Terry Francois Boulevard between Mission Rock and 16th Streets in the Mission Bay area.
- India Basin Park**
- 40** Part of a larger City park on the south side of India Basin in the Southern Waterfront area.



Pier Open Spaces

Pier open spaces are piers which are dedicated exclusively to public access as well as those with a combination of public access and/or open space and other uses. They provide an opportunity for pedestrians to walk out over the water and enjoy views of the Bay, maritime activities, or back to the City. Public access piers are often a favorite place for recreational fishing.

Existing

- 2 Swimming and Rowing Club Docks**
Public access to swimming and rowing club docks which are within Port jurisdiction.
- 3 Hyde Street Pier**
San Francisco Maritime National Historic Park -- historic ships and related exhibits located at the foot of Hyde Street in Fisherman's Wharf.
- 8 Pier 45 East Apron**
Public access alongside existing Pampanito historic ship.
- 11 Pier 41**
Ferry landing facilities and public access pier in the Fisherman's Wharf area.
- 12 Pier 39/Underwater World**
Commercial recreation uses, central plazas, and perimeter access. Also included are landscaped open spaces adjacent to The Embarcadero.
- 17 Pier 7**
Public access and fishing pier at the foot of Broadway Street in the Northeast Waterfront.
- 19 Ferry Plaza**
Plaza located on the waterside of the Ferry Building adjacent to Ferry operations.
- 27 South Beach Harbor Public Access Pier**
Recreational boat harbor and public access pier in the South Beach area.

Future

- 6 Pier 47A**
Public access pier with views of fish handling facilities and fishing harbor in Fisherman's Wharf.
 - 8 Pier 45 East Apron**
Public access pier edge in Fisherman's Wharf with views of Alcatraz, ferries, and the City.
 - 19 Ferry Plaza, Ferry Terminal, Pier ½**
Plaza and walkway improvements for public and ferry access around and on the waterside of the Ferry Building.
 - 20 Ferry Terminal South Breakwater**
Public access on top of a proposed new breakwater located immediately south of the Downtown Ferry Terminal.
 - 26 Pier 38**
Pier edge access on Pier 38 in the South Beach area.
- Other piers**
Piers which are sites for new development will include additional public access and/or open space. Design will be guided by the policies in this Chapter and by site-specific design criteria presented in Chapter 4.



Waterfront Walkways and Edges

Waterfront walkways and edges consist of the Embarcadero Promenade and other walkways that run along the edge of the City and provide an opportunity to travel along the waterfront. These open spaces also frequently connect to other open spaces beyond Port boundaries. Also included are smaller open spaces that are adjacent or connected to the Promenade. The Promenade and other walkways are used by walkers, strollers, roller bladers and runners.

Existing

1 Jefferson Street Sidewalk

Sidewalk connecting the Embarcadero Promenade to Aquatic Park from Powell to Hyde Streets in Fisherman's Wharf.

7 Inner Lagoon Walkways

Areas to view the fishing harbor adjacent to Jefferson Street between Taylor and Jones Streets in Fisherman's Wharf.

22 Herb Caen Way ("Embarcadero Promenade")

25 foot wide (minimum) Embarcadero shoreline walkway with "Art Ribbon" project extending from Fisherman's Wharf to China Basin.

32 Pier 52 Boat Launch

Public boat launch in the Mission

Bay area with adjoining waterfront edge access.

37 Islais Creek

Public improvements coordinated by The Friends of Islais Creek on the north edge of Islais Creek east of Third Street in the Southern Waterfront.

Future

1 Jefferson Street Sidewalk

Paving and lighting improvements to the sidewalk between Powell and Hyde Streets in Fisherman's Wharf.

5 Hyde Street Harbor

Pier edge access at the entrance to the fishing harbor immediately east of the Hyde Street Pier in Fisherman's Wharf.

15 Pier 23

Improvements adjacent to the Promenade between Piers 23 and 27 in the Northeast Waterfront.

16 Waterfront Restaurant

Marginal wharf and pier edge improvements on Pier 7 ½ at the foot of Broadway Street in the Northeast Waterfront.

29 Ballpark Public Access

Public access walkway extending the length of Pier 46B adjacent to China Basin Channel between South Beach Park and the Third Street Bridge.

32 Pier 52 Boat Launch

Improvements to the public boat launch and 400 feet of waterfront edge along Terry Francois Boulevard in the Mission Bay area.

33 Mission Bay Walkway

Waterfront walkway along Terry Francois Blvd. connecting the Third Street Bridge at China Basin with the Pier 70 area.



*Embarcadero Promenade
south of Mission Street*



Natural Areas and New Open Water

Natural areas are open spaces that preserve or restore the natural Bay environment. They consist of wetlands and fields and may be used for viewing wildlife, hiking or enjoyment of the Bay. To protect sensitive habitats, some areas may not be publicly accessible. New open water areas are areas where piers will be removed.

Existing

- 2 Aquatic Park**
Open water surrounding swimming and rowing club docks.
- 30 China Basin Channel (Mission Creek Harbor)**
Open water area of the Channel.
- 38 SWL 344 Existing Wetlands**
North of Pier 94 in the Southern Waterfront area.

Future

- 39 Pier 98 Wetlands**
Between India Basin and Pier 96 in the Southern Waterfront area.
- 37 Islais Creek Wetlands**
Wetlands restoration efforts by Friends of Islais Creek.
- New Open Water**
New Open Water will be provided by the removal of:
 - A** Pier area to be determined in the Northeast Waterfront during the Pier 15-29 Special Planning Study (see pp. 72-73);
 - B** Pier 24; and
 - C** Piers 34-36.



Pier 98 Wetlands



Historic Ships and Boats

The Port is home to many temporary and long term ships and boats. Some include dedicated public access. Others may charge an entrance fee.

Existing

- 4 San Francisco Maritime National Historical Park**
On the Hyde Street Pier in Fisherman's Wharf.
- 9 Pampanito Submarine at Pier 45**
East side of Pier 45 in Fisherman's Wharf.
- 18 Ferry Boat Santa Rosa**
North side of Pier 3 in the Ferry Building area.
- 24 Jeremiah O'Brien**
Last World War II liberty ship currently berthed at Pier 30-32 in South Beach.

Future

The Waterfront Plan encourages historic ship berthing on many piers north of China Basin.



Pampanito submarine at the east side of Pier 45.

Waterfront Views

Existing Views

The waterfront offers a stunning array of views thanks to the natural beauty of the Bay, the City's hilly topography and downtown highrises, the compactness of adjacent districts and neighborhoods, and the historic maritime character of the waterfront. These views are a major component of the urban setting of the Port's waterfront. The waterfront is also a strong part of San Francisco's identity because it can be viewed in so many contexts and from so many vantage points: from near or far, from hills or at the water's edge, from City streets or from the water.

The public views now enjoyed along the waterfront are summarized as follows:

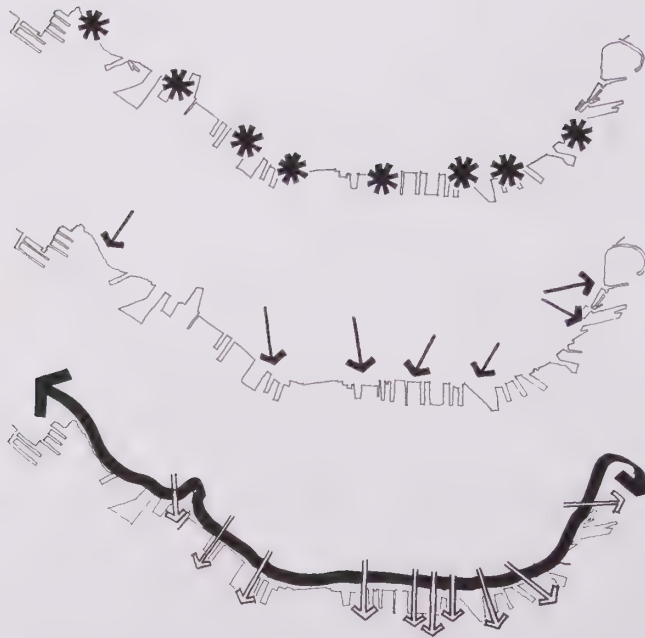
- Major views of the Bay, the bridges, and across water
- Views of maritime activities
- Street views
- Views back to the City
- Hilltop or elevated views of the waterfront



The design policies which will be applied to new development and open space projects along the waterfront address ways to preserve and enhance existing views and to create a variety of new views. These views provide "visual access" to the waterfront and will help reunite the City with the waterfront.

View Policies

The location of new development, public access and open spaces, and other improvements to Port property will be evaluated against the following three view policies as changes to the waterfront occur. These policies were developed in coordination with, and will continue to be balanced with application of, the public access and open space and historic resource policies of this Design & Access Element.



View Sites

Establish new views at specific points or areas that afford exceptional views of the Bay and waterfront.

Street Views

Streets connecting to the waterfront should have views of the Bay, historic structures, or architecture that provides a waterfront identity.

View Intervals

Provide views of the Bay and maritime activities at frequent intervals along the Embarcadero Promenade.



Tugboats in the Northeast Waterfront

Summary of Existing Views

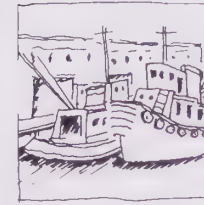
The following analysis of existing views is organized by view type and by vantage points from where the views can be publicly enjoyed.

Major Views of the Bay & Across Water *



Views of the Bay, bridges and destinations or other points of interest across the Bay from piers or the waterfront edge.

Views of Maritime Activities



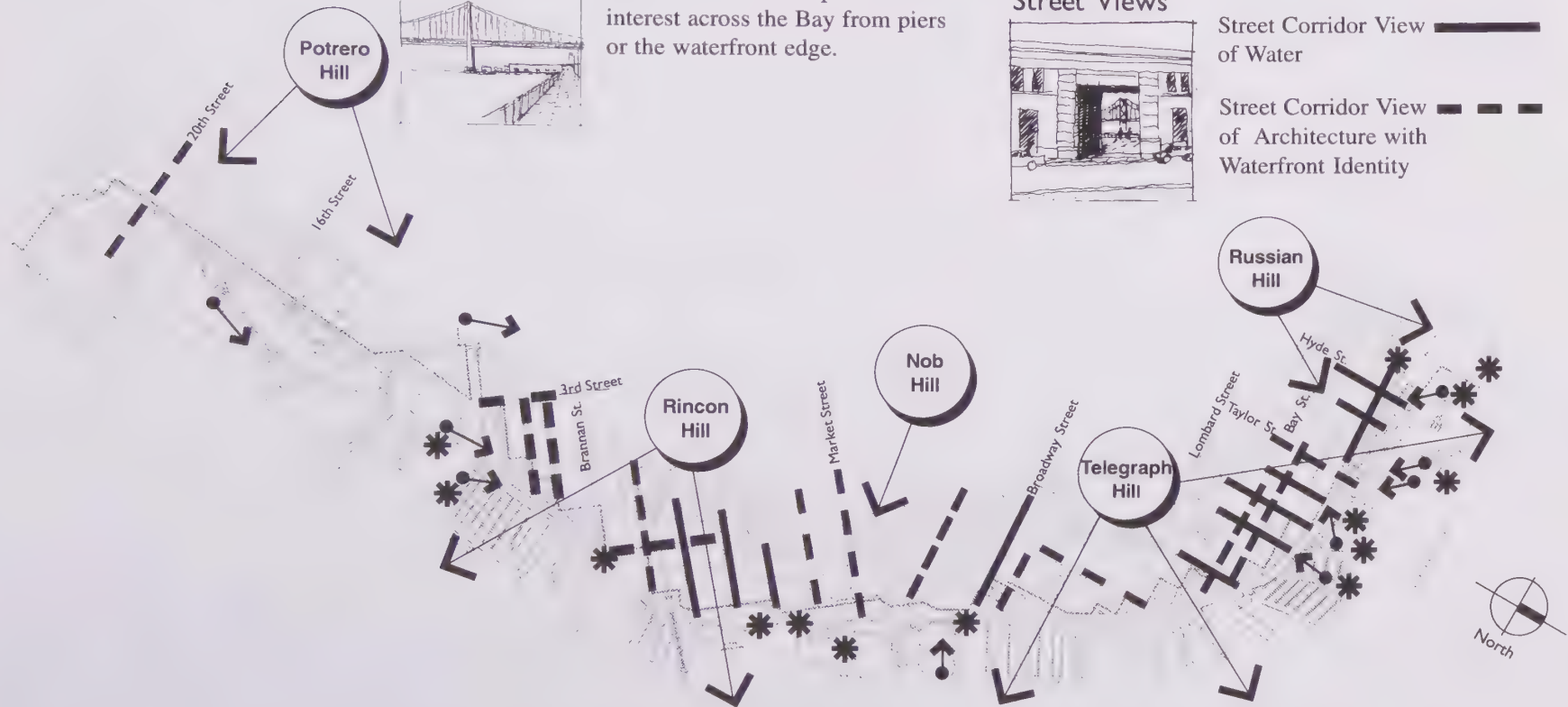
Views of harbors or maritime activities from piers or the waterfront edge. Views of maritime activities occur at almost every pier and waterfront edge.

Street Views

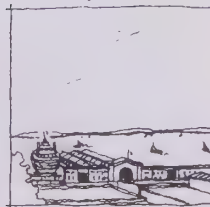


Street Corridor View of Water

Street Corridor View of Architecture with Waterfront Identity

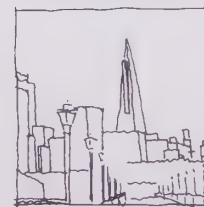


Hilltop Views of the Waterfront



Panoramic views of the Bay, the City, and the waterfront from City hilltops and other elevated places.

Views Back to the City

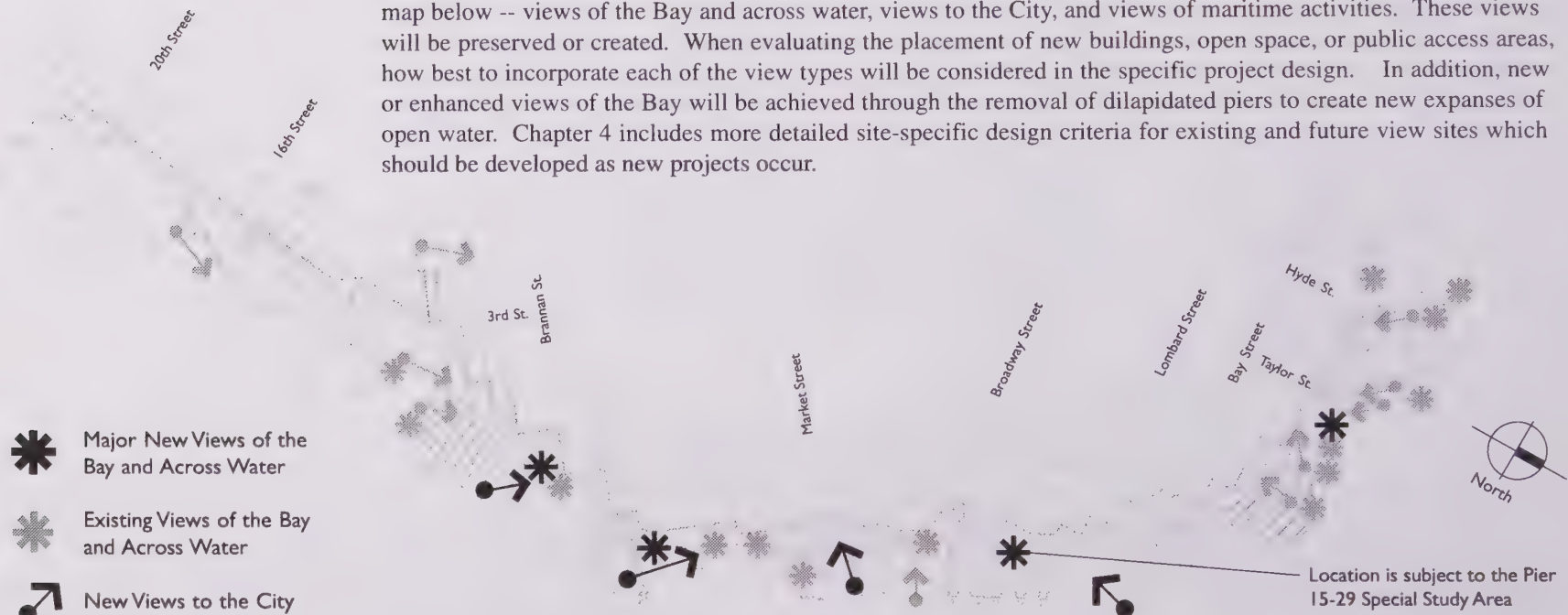


Views of the City form or skyline from piers or the waterfront.

View Sites

Establish new views at specific points or areas that afford exceptional views of the Bay, waterfront and City.

View sites are defined as specific points or areas along the waterfront that afford exceptional views of the Bay, the City, or points across the water. Many of these views exist today and, as Port property is redeveloped, additional view opportunities will be available. Three types of existing and future views are defined and summarized on the map below -- views of the Bay and across water, views to the City, and views of maritime activities. These views will be preserved or created. When evaluating the placement of new buildings, open space, or public access areas, how best to incorporate each of the view types will be considered in the specific project design. In addition, new or enhanced views of the Bay will be achieved through the removal of dilapidated piers to create new expanses of open water. Chapter 4 includes more detailed site-specific design criteria for existing and future view sites which should be developed as new projects occur.



Major Views of the Bay & Across Water



Provide new or expanded views to and from the Bay and points of interest across the Bay.

* The location of the view sites in the northern waterfront will be further reviewed in the Pier 15-29 Special Study Area.

Views to the City



Provide opportunities for new views of the City, as part of new developments.

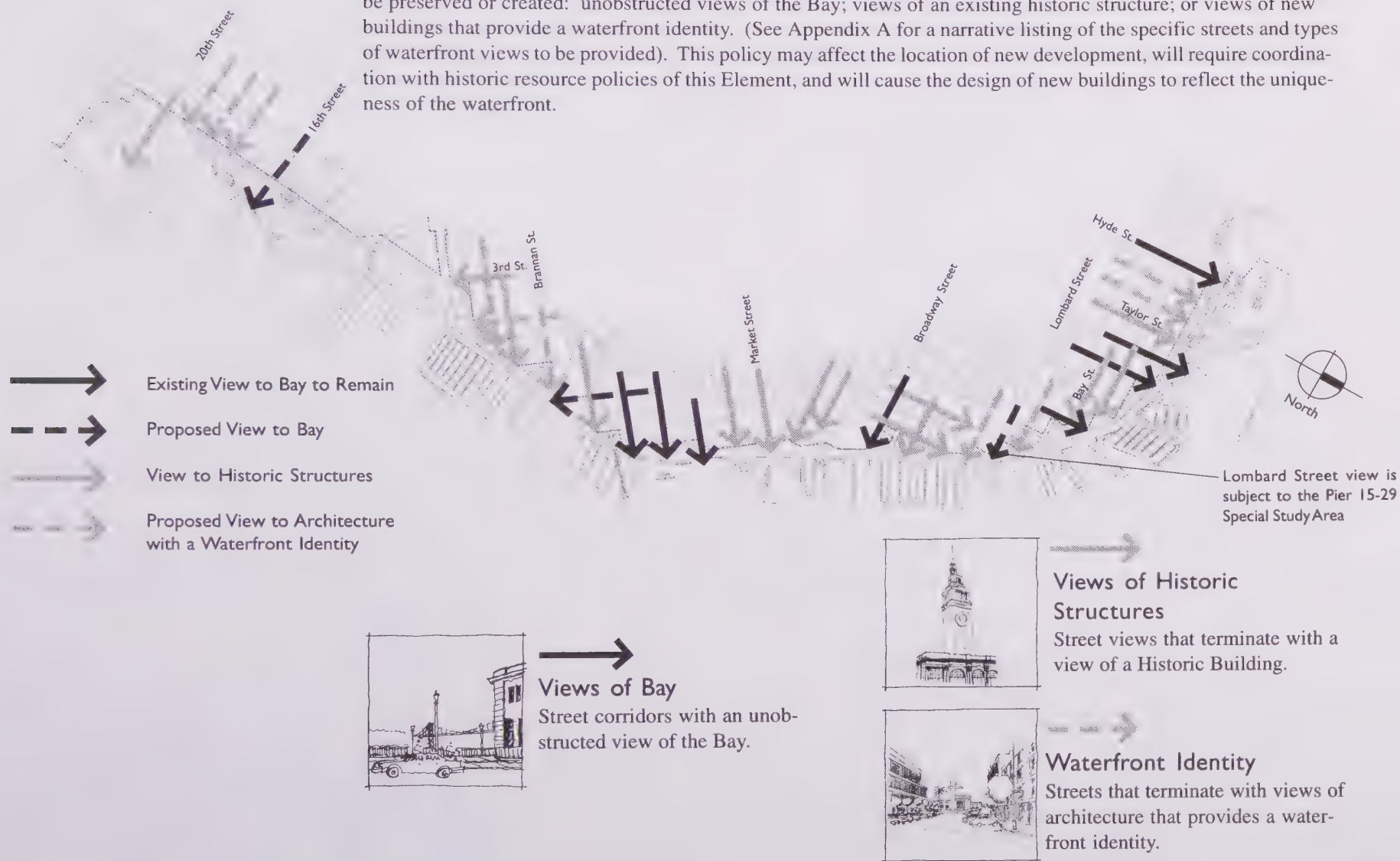
Views of Maritime Activities



Increase views of harbors or maritime activities from piers or the waterfront edge.

Street Views

Streets that connect to the waterfront should have views of the Bay, historic structures, or architecture that provides a waterfront identity. Streets make up approximately 30 percent of the land area in San Francisco and provide most public views of the Bay or waterfront from within the City. Currently, streets leading to the waterfront have desirable views of the Bay or buildings located along the waterfront edge, or both, depending on how streets rise up into the hills of adjacent neighborhoods. Three types of street views indicated in the map below will be preserved or created: unobstructed views of the Bay; views of an existing historic structure; or views of new buildings that provide a waterfront identity. (See Appendix A for a narrative listing of the specific streets and types of waterfront views to be provided). This policy may affect the location of new development, will require coordination with historic resource policies of this Element, and will cause the design of new buildings to reflect the uniqueness of the waterfront.





Harrison Street



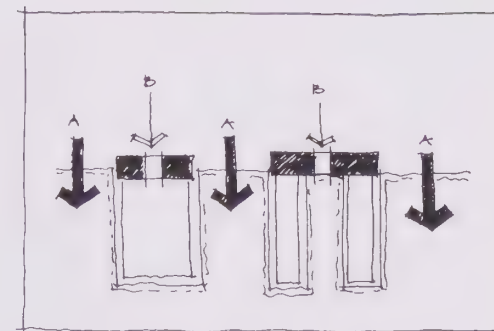
Green Street



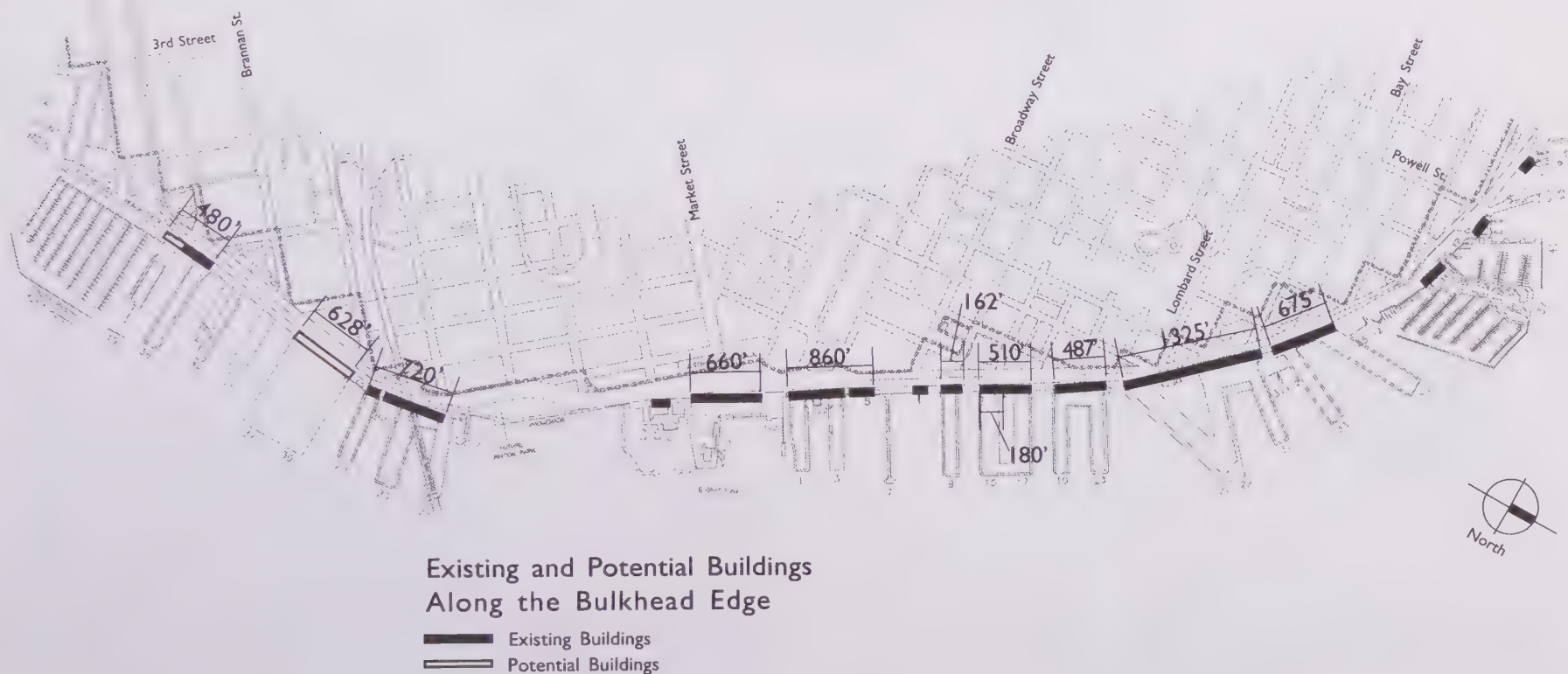
Nineteenth Street

View Intervals

Provide additional Bay and maritime views from the Embarcadero Promenade. The waterfront north of China Basin is characterized by a rhythm of bulkhead buildings and openings between and within them which frame waterfront views. These view and access openings range greatly in size, from 20 foot wide openings, such as those in several areas between Piers 1 and 5, to expansive waterfront stretches which afford wide-angle Bay views, such as the 1800 foot long Embarcadero Promenade south of the Agriculture Building. The contrasts between waterfront buildings and view openings between and within them highlight and enhance the variety of view experiences that make the San Francisco waterfront unique.



Views between and within piers and bulkhead buildings.



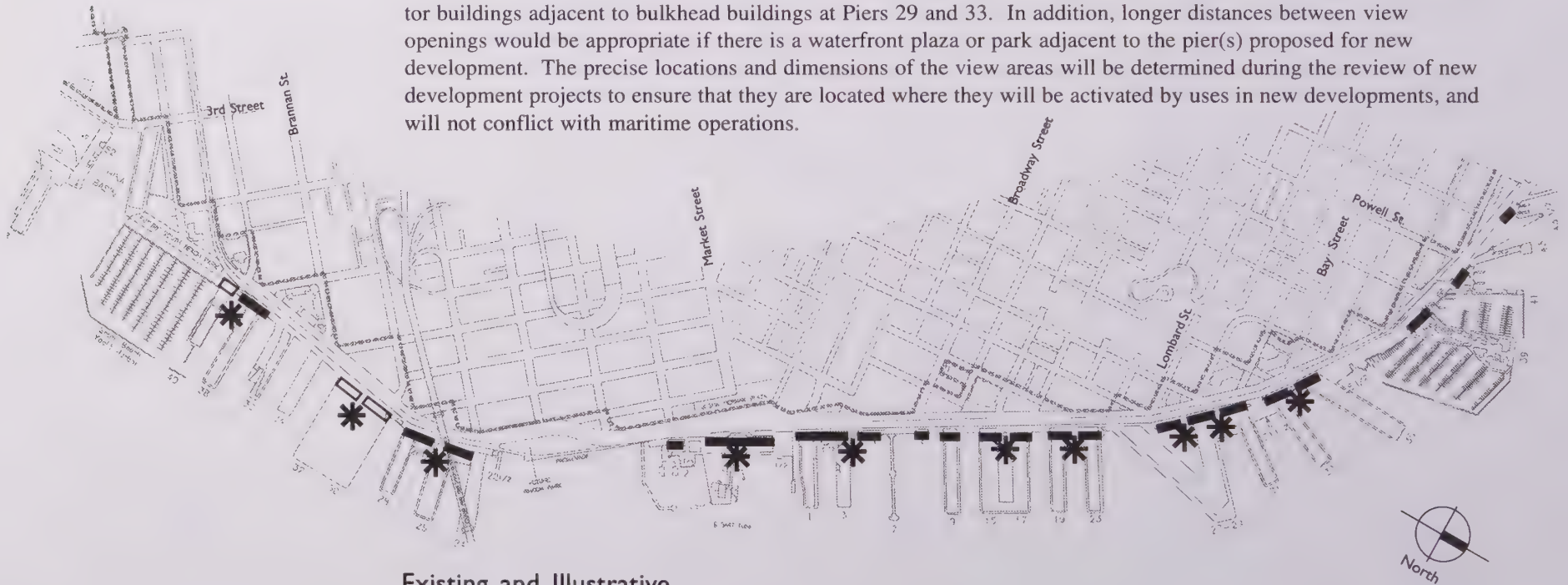


Potential opening in Bulkhead Connector Building 29 through service doors.

To continue this pattern, development along The Embarcadero from Pier 40 at China Basin to Pier 35 in the Northeast Waterfront will include creation of new views between buildings and/or physical access to:

- The Bay;
- Water-dependent maritime activities (such as vessel berthing, tug and tow operations located in or adjacent to the water); and/or
- Public access, open space or other public attractions that invite the public onto pier areas and provide access to the Bay

The creation of new views, combined with existing views and existing and future public access and open spaces, will create opportunities for the public to enjoy the Bay at frequent intervals. As a general rule, these views or access areas should occur every 200-500 feet (roughly the width of a single or pair of bulkheads) and extend for approximately 40 feet or more along the Embarcadero Promenade, except where openings are to be made in historic structures. Where the distance between openings approaches the longer end of this range, the width of the opening should also increase. The width of the view openings may be narrower, or their locations adjusted, to avoid adverse effects on historic resources, including the Ferry Building, Pier 1-5 bulkhead buildings, and connector buildings adjacent to bulkhead buildings at Piers 29 and 33. In addition, longer distances between view openings would be appropriate if there is a waterfront plaza or park adjacent to the pier(s) proposed for new development. The precise locations and dimensions of the view areas will be determined during the review of new development projects to ensure that they are located where they will be activated by uses in new developments, and will not conflict with maritime operations.



Existing and Illustrative View Interval Points

- Proposed View Interval Points
- Existing Buildings
- Potential Buildings

Pier 15 - 29 Special Study Area -- Open Spaces and view intervals will be reviewed further

Historic Resources

This section summarizes an inventory of the waterfront's historic resources and presents Port-wide historic resources policies, followed by policies for the most significant waterfront historic resources within two areas: Fisherman's Wharf to China Basin and Pier 70.

Significance of Waterfront Historic Resources

The waterfront's historic resources help to create San Francisco's identity. Their significance is derived from:



Concept for renovated Ferry Building

A Convergence of Cultural and Natural Resources

San Francisco's history is rooted in the waters surrounding the City: the San Francisco Bay to the east and the vast Pacific Ocean to the west. Nowhere is this fact more evident than on the waterfront--a man-made landscape which illustrates various phases of human involvement with these important natural resources and where historic buildings and structures have functional and physical links to the Bay and ocean.

Associations with Historical Events

The waterfront's historic resources are associated with events that determined broad patterns of human development: waves of migration to California and the West, San Francisco's emergence as a major commercial center, the development of international trade routes (especially the opening of the Panama-Pacific Canal), and the victories of World Wars I and II.

Distinctive Design

The waterfront reflects historical trends in engineering, transportation, architecture and civic design. Some historic resources are individually distinctive. Groups of historic buildings on the waterfront, such as the finger piers and decorative bulkhead buildings, also make important contributions to the City's overall urban form, producing some of our best-known San Francisco "cityscapes."

Port-wide Historic Resources Policies

The Waterfront Land Use Plan envisions “an evolving waterfront, mindful of its past and future,” which will “continue to serve as a repository for memories of past events, while also providing a stage for new experiences.” To achieve that vision, the following policies apply throughout the Port’s jurisdiction to guide preservation of significant historic resources.

Formal Recognition

Nominate significant historic resources to the National Register of Historic Places.

The Port will work with the State Historic Preservation Office, local historic preservation agencies, and other waterfront constituencies, to nominate significant resources for formal recognition and to identify options for coordinating policy for these resources, including programmatic agreements for two areas: Fisherman’s Wharf to China Basin, and Pier 70.

Preservation

Preserve and adaptively reuse significant historic resources where feasible. Nationally recognized methods for adaptively reusing historic buildings are provided by *The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Secretary’s Standards)*.

Information

Help San Franciscans understand and enjoy their heritage, by providing interpretive signage and informational displays about the waterfront’s cultural and natural history. Depending on the character of specific subareas, interpretive exhibits may focus on maritime, commercial, labor, or industrial history. They will be provided throughout the waterfront. Key locations for exhibits are Fisherman’s Wharf, the Ferry Building, and Pier 70.

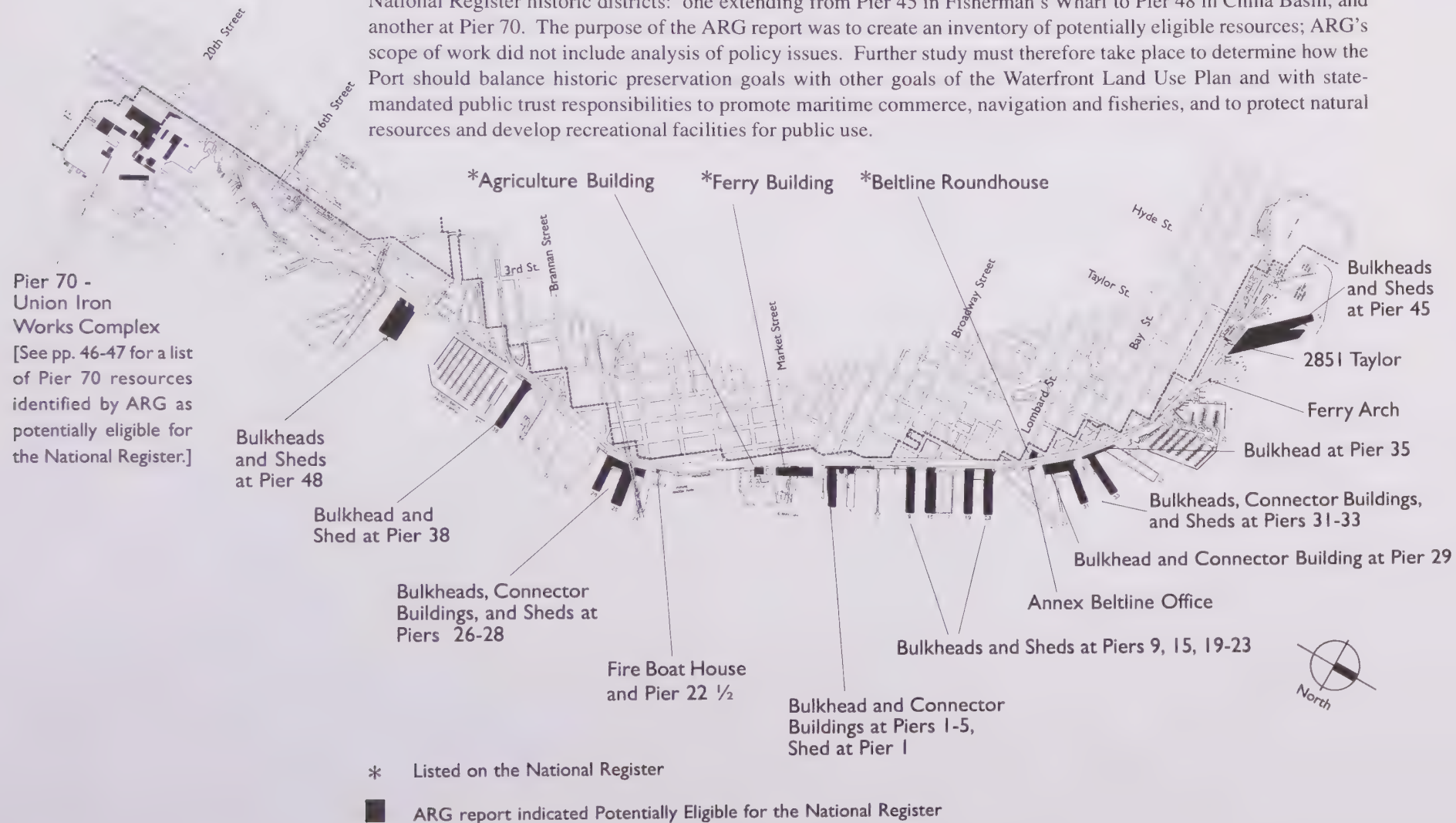
Waterfront Character

Require development of the waterfront to be compatible with historic resources. The design, materials, style, and detailing of new buildings, street furniture and other public improvements should enhance rather than conflict with historic buildings. The character of historic architecture was considered in developing other urban design policies presented in this chapter and specific subarea criteria for avoiding design conflicts.



Port-wide Historic Resources Summary

The nation's official inventory of significant historic resources is the National Register of Historic Places (National Register). Three Port buildings--the Ferry Building, Agriculture Building, and Beltline Roundhouse--are already listed on the National Register. In addition, the Seawall (not shown) is eligible for the National Register. In 1996, the Architectural Resources Group (ARG) prepared a historic resources database report (the ARG report) for the Port which identified other waterfront buildings labeled on the map below as potentially eligible for listing on the National Register, either individually or as contributors to an historic district. The ARG report recommended consideration of two potential National Register historic districts: one extending from Pier 45 in Fisherman's Wharf to Pier 48 in China Basin, and another at Pier 70. The purpose of the ARG report was to create an inventory of potentially eligible resources; ARG's scope of work did not include analysis of policy issues. Further study must therefore take place to determine how the Port should balance historic preservation goals with other goals of the Waterfront Land Use Plan and with state-mandated public trust responsibilities to promote maritime commerce, navigation and fisheries, and to protect natural resources and develop recreational facilities for public use.



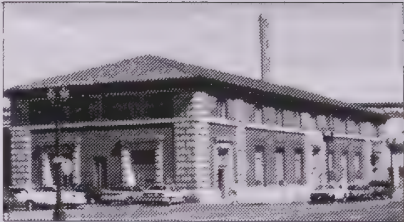
The following are four of the waterfront's best-known historic buildings:



*Saturday Farmers Market
at the Ferry Building*

The Ferry Building (known historically as the Union Ferry Depot) officially opened in 1898, and until the late 1930's, was the second busiest passenger terminal in the world. Designed in the neo-classic Beaux Arts style, it survived the 1906 earthquake. Its 235-foot tower still dominates the downtown waterfront.

The Agriculture Building (known historically as the Ferry Station Post Office) was the central post office facility for the City from 1915 to 1925. It is one of the finest examples of Mediterranean architecture built by the State Harbor Commission. It is known as the Agriculture Building because it was later occupied by the U.S. Department of Agriculture.



Agriculture Building



Beltline Roundhouse

The Beltline Railroad Roundhouse complex, which includes the Sandhouse, was built to service the Beltline railroad that ran the whole length of the waterfront. In 1913-14, when the Roundhouse was constructed, San Francisco boasted "the most complete harbor beltline railroad switching system in the world."

The Fire Boat House, a 2-story Mediterranean-style structure, was built in 1915 at Pier 22 1/2 to serve the special fire-fighting needs of the waterfront. Its original occupant, the San Francisco Fire Department, still uses the building to house its marine crew and Fire Engine Company No. 35.



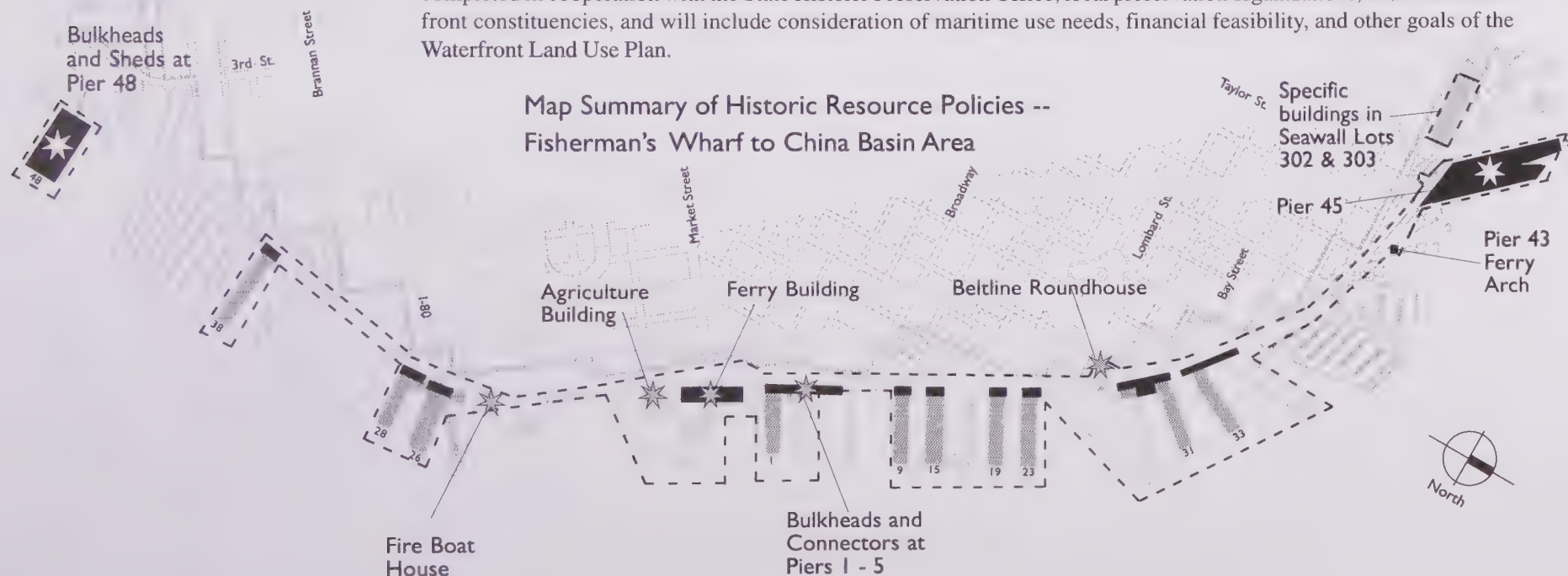
Pier 22 1/2 Fire Boat House

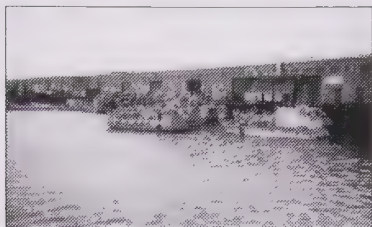
Fisherman's Wharf to China Basin Historic Resources Policies

The waterfront between Fisherman's Wharf and China Basin was created by filling portions of the Bay to support industrial maritime uses. The historic Seawall runs under the east edge of the Embarcadero, forming the edge between land and water. North of Pier 45, vestiges of San Francisco's early fishing industry contribute to the character of Fisherman's Wharf. From Pier 45 to 48, twelve intact "finger piers" (out of a total of forty-nine piers constructed) and fourteen historic bulkheads remain from harbor projects completed prior to 1938. The finger piers' long, rectangular form and timber or steel-framed sheds accommodated the berthing and loading of breakbulk ships at a time when San Francisco dominated international shipping on the West Coast. The piers also served passengers traveling by boat.

The bulkhead buildings extend along The Embarcadero and, in several locations, are joined to the next bulkhead building by a connector building. The bulkheads served as office space and as entrances to the piers. As contributors to a design plan initiated during the "City Beautiful" era, the bulkheads' purpose was to beautify and bring a sense of grandeur to the waterfront, as befitting a major seaport. The building program spanned more than two decades and included a variety of architectural styles--beginning with simple Mission Revival bulkheads south of the Ferry Building and continuing with monumental Neoclassical bulkhead buildings to the north.

In recognition of the concentration and collective form of historic resources between Fisherman's Wharf and China Basin, the following page provides policies and follow-up steps for groups of resources identified by building type. The area which contains these historic resources is outlined on the map below. Further preservation planning will be completed in cooperation with the State Historic Preservation Office, local preservation organizations, and other waterfront constituencies, and will include consideration of maritime use needs, financial feasibility, and other goals of the Waterfront Land Use Plan.





Pier 45

Preservation to The Secretary of the Interior's Standards

Preserve, rehabilitate and adaptively reuse the following resources consistent with The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Secretary's Standards): The Ferry Building, Agriculture Building, Beltline Roundhouse, and Fireboat House; Bulkhead Buildings and Connectors 1-5; Bulkhead Buildings and Pier sheds at Piers 45 and 48. Pier 45 was upgraded and seismically retrofitted in 1995 and seismic retrofit of Pier 48 is scheduled for completion in 1997. Rehabilitation and reuse of the Ferry Building is a top priority of the Waterfront Land Use Plan.

Next Step: Evaluate preservation efforts for these buildings, to ensure consistency with the *Secretary's Standards*.



Pier 9 Bulkhead Building

Bulkhead Buildings

Retain and reuse the historic bulkhead buildings at Piers 9, 15, 19, 23, 29, 31, 33, 35, 26, 28, and 38, the Ferry Arch, and the Neoclassical connector buildings (Piers 29 ½ and 33 ½).

Next Step: Develop criteria for rehabilitation and reuse of these resources, identifying some or all for preservation consistent with the *Secretary's Standards*, and providing interim protection from alterations inconsistent with the *Secretary's Standards* until these criteria are adopted.



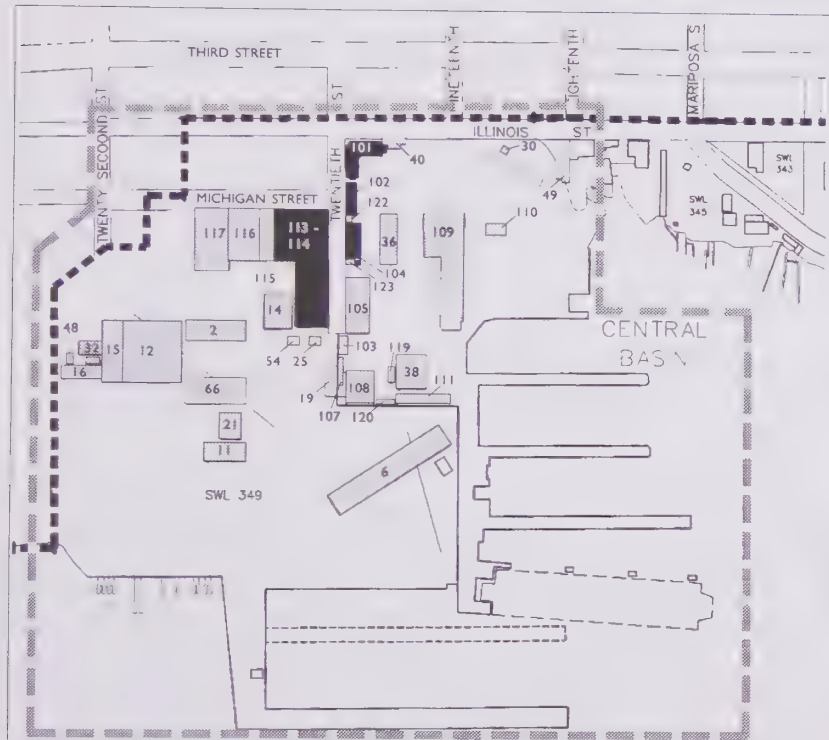
Fish Alley Building

Piers, Pier Sheds, and Fishing Industry Buildings

Further evaluate the historic piers and pier sheds, and specific Fisherman's Wharf buildings associated with the early fishing industry, including analysis of the potential for rehabilitation, adaptive reuse, and economic development.

Next Step: Further evaluate pier sheds on Piers 1, 9, 15, 19, 23, 31, 33, 26, 28, 38, and specific Fisherman's Wharf buildings associated with the early fishing industry (the fishhandling building on the north side of Fish Alley, shed buildings at 2909, 2915, and 2921 Jones Lane between Jefferson Street and Pier 47, and Fisherman's Grotto No. 9 at 2851 Taylor Street), considering historic significance, architectural features, relationship to other resources, economic development, City pattern, structural condition, financial feasibility and compatibility of reuse with maritime activities, views, and public access, and with other goals of the Waterfront Land Use Plan, to develop recommendations for preservation, reuse and/or replacement. Consider these recommendations in the formulation of development proposals.

Pier 70 Historic Resources Policies



Pier 70 is historically significant because it is the oldest, largest and most intact historic industrial complex in the City. From the 1880's to the end of World War II, the Union Iron Works/Bethlehem Steel Yard at Pier 70 (also known as the "San Francisco Yard") dominated life and employment south of Market Street. The San Francisco Yard produced equipment, and built and repaired ships, making important contributions to Western settlement as well as to national war efforts.

The Design & Access Element identifies a cluster of the most significant Pier 70 buildings as the highest preservation priority. Additional historic properties may be identified for preservation after further research is conducted within the boundaries of the Pier 70 historic resources study area shown on the adjacent map.



Administration
Building No. 101

Pier 70 Historic Resources Study Area

Resources to Retain and Reuse
Resources for further evaluation

Pier 70 Buildings and Structures

Buildings to be Retained and Reused:

Building #	Common Name	Date of Construction	Building #	Common Name	Date of Construction
101	Union Iron Works Administration Building	1917	104	Union Iron Works Office Building	1896
102	Union Iron Works Powerhouse No. 1	1912	113-114	Union Iron Works Machine Shop/Storage/Foundry	1886/1914

Buildings and Structures Identified for Further Evaluation:

Constructed between 1900 and 1920

6	Union Iron Works Light Warehouse	1914	111	Union Iron Works Office/Warehouse/Substation No. 3	1917
21	Risdon Power House, Electric Shop/Substation No. 5	1900	115	Union Iron Works Foundry/Concrete Warehouse	1917
38	Boiler Shop	1915/1941	116	Union Iron Works Maintenance/Concrete Warehouse	1917
107	Union Iron Works West Lumber Shed	c. 1913	122	Union Iron Works Gatehouse (moved)	1916/41
108	Union Iron Works Planing Mill & Joinery Shop	1911/1913	123	Union Iron Works Gatehouse	1916
109	Union Iron Works Plate Shop No. 1	1912/1936	continued on p. 47		



Entry to Building No. 102

The following policies will guide preservation and reuse of historic resources in the Pier 70 area.

Union Iron Works Buildings

Retain and reuse Union Iron Works Buildings #101, 102, and 104. Rehabilitate consistent with the Secretary's Standards, if feasible. Seek funding for preservation of Building 113-114 (the oldest maritime industrial building on the southern waterfront), consistent with its on-going maritime use.

Historic Resources Study Area

Conduct further research of historic resources to analyze the potential for establishing a National Register Historic District, based on periods of historical significance, unique architectural or industrial qualities, associations with historically significant events, and feasibility of adaptive reuse. Both the mixed-use and the maritime-use areas of Pier 70 will be studied.

Resource Stabilization

Take steps to prevent further deterioration of historic resources at Pier 70, within the financial means of the Port. The Union Iron Works Buildings 101, 102, 104, and 113-114 will be the highest priority for stabilization and repair.



Building No. 113-114

Buildings and Structures Identified for Further Evaluation, continued:

Constructed between 1930 and 1945

Building #	Common Name	Date of Construction	Building #	Common Name	Date of Construction
2	Bethlehem Warehouse	1941/1944	105	Bethlehem Forge Shop	1937
11	Bethlehem Tool Room & Office	1941	110	Bethlehem West Yard Washroom/Locker Room	1936
12	Bethlehem Plate Shop No. 2	1941	117	Bethlehem Warehouse No. 9	1937/1941
14	Bethlehem Heavy Warehouse	1941	119	Bethlehem East Yard Washroom	1936
15?	(metal, 70x240)	c. 1940	120	North Lumber Shed	unknown
16?	(metal, 50x155)	c. 1940			
19	Bethlehem Garage No. 1 and Warehouse	1941			
25	(metal, 20x30, 1-story)	1940			
28?	(30x55, not mapped)	c. 1940			
30	(small metal building)	c. 1940			
36	Bethlehem Welding Shop	1941			
40	Bethlehem Employment Office	c. 1940			
49	Galvanizing Shop	c. 1940			
54	(concrete, 12x40, 1-story)	c. 1940			
66	Bethlehem Welding Platform	c. 1940			
103	Bethlehem Substation	1937			

Structures/Buildings without numbers (not mapped)

--	Check House No. 2	1916/1941
--	Union Iron Works Fence	c. 1917
--	Gabled Pier Building	c. 1940
--	Gantry Crane (adjacent to Building 105)	1940's
--	Safety Display Board, left of Bldg. 113 entry	1940's
--	Floating Drydock	1944
--	Double Shipway with 2 Cranes (Northwest Quadrant)	unknown
--	Group of cranes	unknown
--	Field Office (wood, 25x25)	unknown

City Pattern

San Francisco's hilly streets, eclectic architecture and magnificent Bay views contribute to the City's renowned urban character. The waterfront, with its arched bulkhead buildings, rectangular finger piers and pattern of piers and open water between them, also is a key element of the City's built form. This section describes how the waterfront contributes to San Francisco's identity, and how its built character can be enhanced through design and architectural criteria applied to new development.

City Pattern

San Francisco has a unique "city pattern" comprised of several elements: water, hills and valleys, open spaces, streets, and buildings and structures such as the piers. The varying juxtapositions of these elements create the physical and visual image and character of San Francisco. The waters of San Francisco Bay and the Pacific Ocean provide a distinct edge to the City along three sides, and affect the City's climate and way of life. The hills provide impressive views of the City and water and, together with the valleys between them, help define the boundaries of the City's neighborhoods. The open spaces provide a natural green contrast to, and respite from, the built areas and often further define the City's neighborhoods. The City streets which overlay the hills, allow movement between districts and provide some of San Francisco's most striking views. And, the City's buildings and structures reflect the character and history of districts and provide orientation points to residents and visitors.

People perceive this city pattern from their homes, streets, parks, the waterfront and the Bay. The pattern helps to provide a sense of identity and place for the seven distinct neighborhoods (Fisherman's Wharf, Base of Telegraph Hill, Downtown, Rincon Hill, South Beach, Mission Bay, and Pier 70) that are adjacent to the waterfront. To weaken or destroy the pattern would adversely affect the image of the City.

The waterfront contributes to the city pattern in many ways. It is the edge where the City meets the Bay. It provides a comprehensive series of existing or planned open spaces along the waterfront that connect with the City. The Embarcadero roadway serves as one of the City's most important streets because of its bold design, perimeter location, and ability to accommodate movement along the waterfront for transit, cars, trucks, and pedestrians. Finally, the City's layering of structures begins at the waterfront with low buildings that increase in height on inland property as the City steps up the hills.

To preserve and enhance the city pattern, the objectives and design criteria which follow address the architectural character and design considerations for different types of Port property. They will guide new waterfront development to ensure that new waterfront buildings and structures contribute to the form of the City, preserve the character of adjacent neighborhoods, and emphasize the uniqueness of the waterfront.



Aerial view of Fisherman's Wharf and adjacent City.

City Pattern Policies

Two architectural design policies are continually expressed in the Design & Access Element for all Port property: 1) celebrating the uniqueness of the waterfront and 2) maintaining compatibility with adjacent City neighborhoods. The Embarcadero roadway and other waterfront roadways in Fisherman's Wharf and Mission Bay provide logical division points for these two policies. The waterfront roadways are a public space where the waterfront edge is present, and the change in city identity and built character can reflect the changes in the natural and built environment.

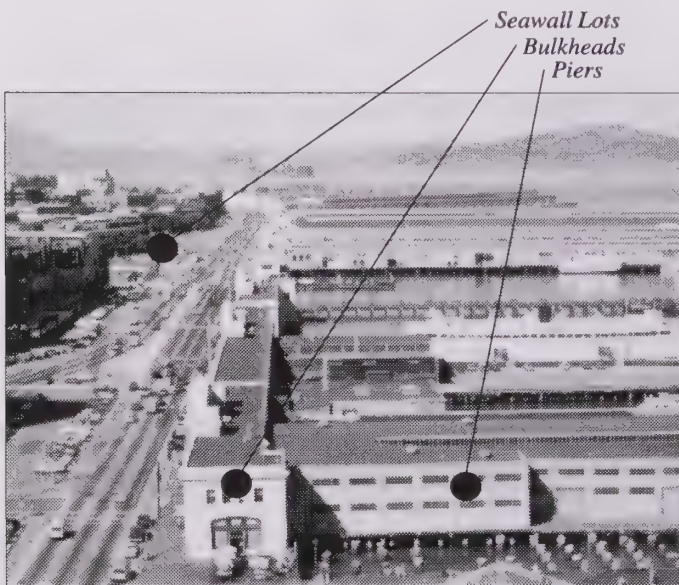


Neighborhood Character

On the land side of The Embarcadero or other waterfront roadway, the character of new development will reflect and enhance the developed character of the adjacent City neighborhoods.

Waterfront Character

On the waterside of The Embarcadero or other waterfront roadway, the character of new development will reflect its unique location at or over the water.



Property Types

There are three distinct types of waterfront property under Port jurisdiction: piers, bulkhead sites, and seawall lots. The piers are the structures that extend out over the water. The bulkhead sites are the areas between the Embarcadero Promenade, or other waterfront roadways, and the piers or water. Many bulkhead sites house structures which provide entrances to the piers. The seawall lots are parcels of land, generally located on the City side of The Embarcadero or other waterfront roadways, which were created when the seawall was built. One can think of each of the three property types as a built layer of the City: the layering begins with the piers in the Bay, continues with the bulkhead sites which mark the edge where the land meets the Bay, and the seawall lots which are part of the city fabric that ultimately extends up the hills of San Francisco. Each property type has its own physical characteristics that are the basis for the design criteria which follow. Together, these properties provide a pleasing transition between land and water, and give the San Francisco waterfront its unique visual identity.



Location of piers along the waterfront

BART platform/Ferry Plaza pier has the same approximate area as a “finger pier” but is shorter and wider. Pier 39 is a medium-sized pier with a unique bulb shape framed on two sides by a small boat marina. Pier 27-29 is a triangular-shaped pier with over 500,000 square feet of surface area. Height limits on the piers along the waterfront are generally 40 feet, except Piers 1-5 and the Ferry Building, where the height limit is 84 feet.

The piers now accommodate a variety of activities, including cargo shipping, fishing industry, offices, cruise ship staging, ship repair, excursion boats, warehousing, restaurants, recreation, special events and public access. When new pier development projects are undertaken, the Port will also be able to expand public access onto piers.

Piers

Today’s shoreline contains a variety of piers. The historic “finger piers” (built before 1931) are the most common type of small pier. They are generally 150 feet wide by 600-900 feet long, and approximately 120,000 square feet in area (excluding bulkhead structures). The historic pier sheds are simple industrial warehouse structures with exposed interior framing and regularly spaced roll-up doors for servicing ships. The linear, rectangular shape of the historic finger piers, which generally extend out perpendicularly to the seawall, contribute to San Francisco’s unique city pattern.

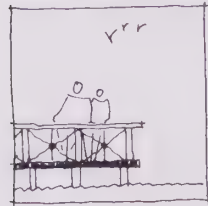
Modern piers vary in size and shape and include a variety of commercial and industrial structures. The



Piers along the Northeast Waterfront at the Base of Telegraph Hill

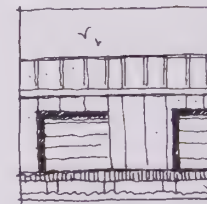
The following policies allow changes to piers that are sensitive to the historic and industrial character of the piers and pier sheds:

Unique Experience



Design development on piers to encourage public access and celebrate the uniqueness of being over water, (e.g. openings within pier decks, transparent or movable exterior walls, views from the interior of large piers to the edge.)

Industrial Maritime Character



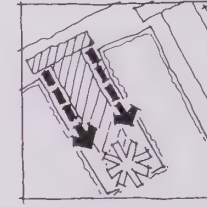
The architectural character of pier development should respect, but not mimic, the historic industrial/maritime character of the waterfront.

Pier Shape



Design new development involving pier reconfiguration to create pier shapes which visually complement the linear, rectangular form of the historic finger piers and do not detract from San Francisco's unique city pattern.

Destination Points



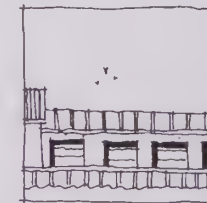
Create pedestrian destination points in new developments on piers including, if feasible, piers in maritime mixed use projects.

Linear Form

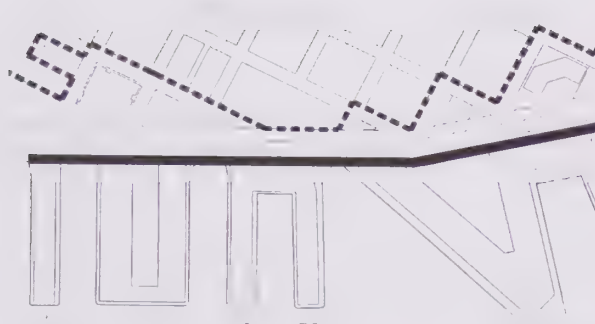


Architecturally emphasize the length and linearity of piers with a rhythm of doors, windows, perimeter lighting, or other pier edge improvements.

Historic Preservation



Further evaluate the historic piers and pier sheds, including the potential for adaptive reuse to develop recommendations for pier preservation.



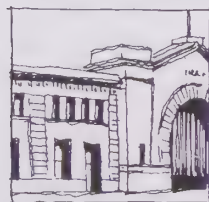
Bulkhead Sites in the Pier 9 through 29 area.

Bulkhead Sites

Bulkhead sites are located on top of the seawall and marginal wharf, between The Embarcadero and the piers. They are generally about 30 feet deep, and contain open space, and modern and historic buildings. The modern bulkhead buildings are generally simple and utilitarian in design. The historic bulkhead buildings, which include connector buildings between piers in certain locations, were built between 1912 and 1936 to hide industrial pier uses behind a regularly spaced series of monumental waterfront structures. Today, they contribute to San Francisco's urban waterfront form and

identity in many ways: they define both the edge of The Embarcadero roadway and the edge where land meets the Bay; they serve as the main entrance to their respective piers; and they often create focal points at the terminus of City streets. The highest historic bulkhead building is approximately 55 feet tall. The height limit for new structures on bulkhead sites generally is 40 feet. The following policies of the Design & Access Element seek to ensure that new development on bulkhead sites helps to define The Embarcadero and waterfront edge, and to preserve the architectural rhythm of bulkhead buildings and views between them that is a unique characteristic of the San Francisco waterfront.

Historic Preservation



Preserve bulkhead buildings 1-5, 45 and 48 consistent with the Secretary of Interior's Standards for Historic Preservation. Retain and reuse bulkhead buildings at Piers 9, 15, 19, 23, 29, 31, 33, 35, 26, 28, 38, Pier 43 Ferry Arch and connector buildings at Pier 29 1/2 and 33 1/2. Develop guidelines for rehabilitation.

Highlight the Waterfront Edge



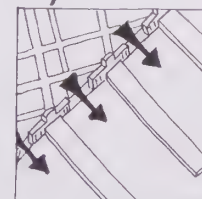
Use design elements such as building placement, materials, etc. to highlight the edge where the City meets the Bay.

Embarcadero Edge & Scale



Where new structures are located on bulkhead sites, create a built edge at or near the Embarcadero Promenade and use strong and bold building forms and detailing to reinforce the large scale of The Embarcadero.

Rhythm of Buildings and Views



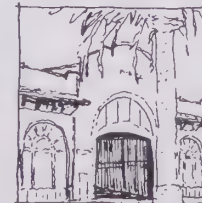
Create a balanced rhythm of buildings and views which is sensitive to the preservation of historic structures.

Arched Openings



Repeat the use of large, central arched openings to pier uses behind the bulkhead buildings.

Historic Context



Design new development that complements and does not detract from the historic bulkhead buildings.

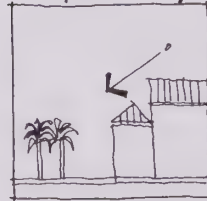


Location of seawall lots on Port property.

Fisherman's Wharf areas) and south of China Basin Channel is 40 feet. Seawall lot height limits in the Ferry Building area, up through Broadway, range from minimal structures within the Ferry Building Plaza open space to 84 feet adjacent to downtown. Within the South Beach area, the height limit on seawall lots is 105 feet, except for the ballpark site which is in a 150 foot height district.

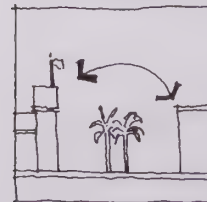
Development of the seawall lots must be consistent with the public trust, and should be compatible with the seven City neighborhoods that begin at the waterfront--Fisherman's Wharf, Base of Telegraph Hill, Downtown, Rincon Hill, South Beach, Mission Bay, and Pier 70--each of which has a distinct architectural character that is derived from original or new land uses, building scale, and architectural finishes. The following policies seek to ensure such compatibility.

Respect City Form



Respect City form by stepping new buildings down toward The Embarcadero or other waterfront roadways.

Embarcadero Scale



Use strong and bold building forms and detailing on new buildings to reinforce the large scale of The Embarcadero.

Neighborhood Scale & Character



New buildings should respect the scale and architectural character of adjacent neighborhoods.

City Street Views



Maintain City street corridor views shown on the City Street View map in Chapter 3.

Seawall Lots

Generally, the Port's 50 seawall lots are parcels of land located inland of The Embarcadero or other waterfront streets. They are often triangular or odd shaped lots because of the angle of the intersection of waterfront streets with the City's street grid. Many of the seawall lots and other adjacent parcels were originally developed with warehouses and industries that served the waterfront. Today, most of the seawall lots north of China Basin have been redeveloped with retail, parking, open space, and some residential and office uses.

The height limit for seawall lots north of Vallejo Street (in the Northeast Waterfront and

Subarea Design & Access Criteria

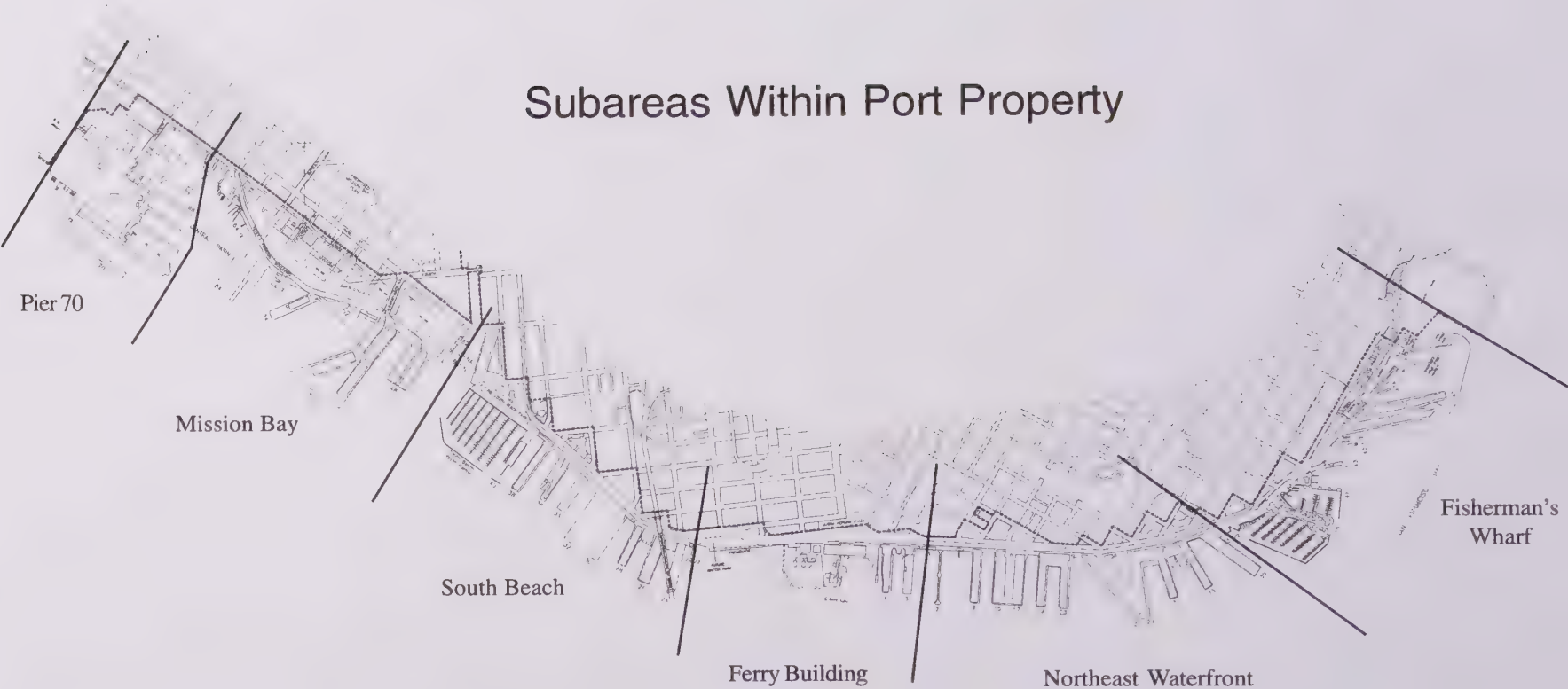
Chapter Four

Chapter 4 provides design criteria for specific sites in each of the six “design subareas” of the Port: Fisherman’s Wharf; Northeast Waterfront; Ferry Building; South Beach; Mission Bay; and Pier 70. (Design criteria are not included for the area south of Pier 70 because that part of the Southern Waterfront is primarily industrial in nature. The Port’s cargo handling facilities are located at Piers 80, 94 and 96. Most of these piers and the areas between and adjacent to them are reserved for long-term container terminal expansion.) The introductory discussion for each design subarea includes background information, a summary of uses from the Waterfront Plan anticipated for each design subarea and key urban design characteristics of the subarea. This information is followed by design criteria which address site and building massing, open space and historic preservation requirements, building orientation, and architectural details that will be incorporated in new development projects for specific sites. The design criteria reinforce the public access & open space, view, historic resource, and city pattern policies described in Chapter 3.



Housing and restaurants on seawall lots in the South Beach Area

Subareas Within Port Property



Fisherman's Wharf

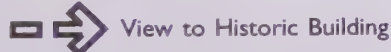
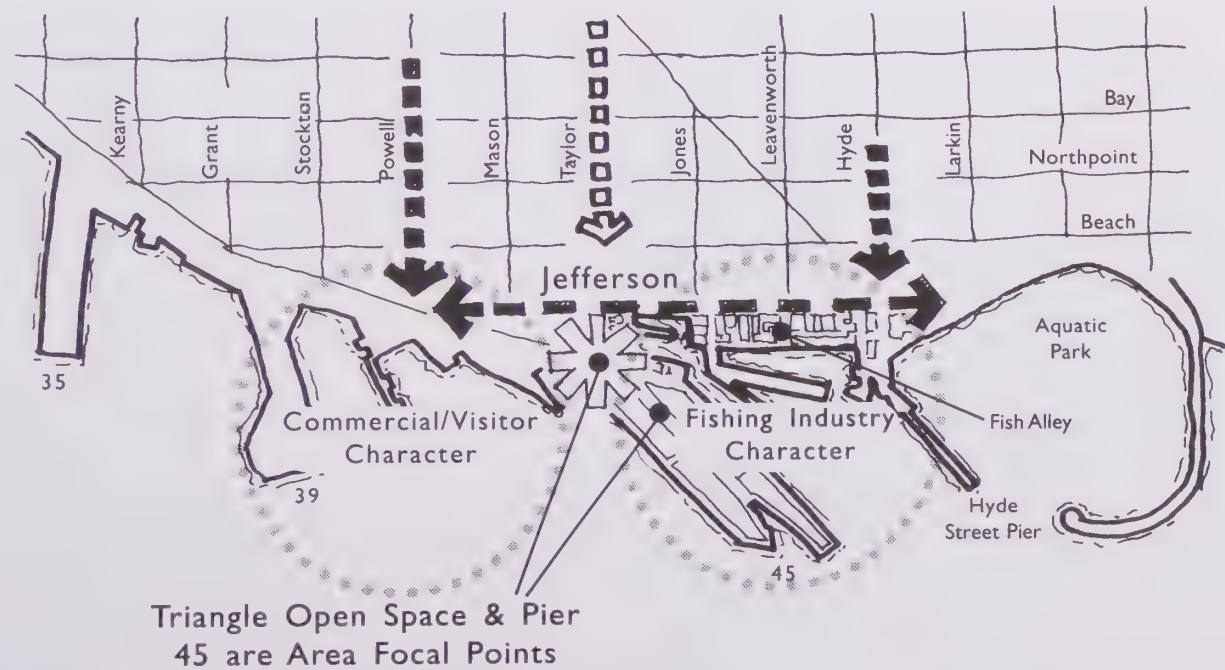


Character of the Area:

The Fisherman's Wharf area extends from the swimming and rowing club docks at the east end of Aquatic Park to East Wharf Park, east of Pier 39. The area is characterized by a lively mix of maritime, recreational and commercial uses. But Fisherman's Wharf is best known for its historic and current fishing industry activities. Pier 45, the largest pier in the area, has recently been renovated as a state-of-the-art fish handling facility and is the center of the fishing industry. The Inner and Outer Lagoons contain San Francisco's commercial fishing fleet, sport fishing boats and most of the vessels that provide Bay sight-seeing tours. Plans are underway to develop a new fishing boat harbor with modernized berthing and support facilities east of the Hyde Street Pier. Other sites bordering the Inner Lagoon and at the Hyde Street Pier offer opportunities to create or enhance entrances to existing and planned harbor activities. Other piers to the east are used for ferry and excursion boat operations, recreational boating and commercial recreation uses. The seawall lots in

Urban Design Features:

- Jefferson Street is the commercial "main street" of the area.
- 'Fishing Industry', and 'Commercial Visitor' districts have different character.
- Major open space proposed at the Triangle Lot extending to the water's edge.
- Small scale, incremental development defines architectural character for most of the area.
- The Embarcadero roadway ends at Pier 45.
- Historic character is established by the Pier 45 sheds and bulkheads, the Pier 43 Ferry Arch, buildings associated with the early fishing industry, and the historic ships.



Fisherman's Wharf Highlights Map

the area house a variety of uses, including fish handling, maritime support activities, visitor oriented commercial recreation uses, public access and open space, offices and parking. Historic buildings are located at Piers 43 (The Ferry Arch) and at Pier 45. In addition, certain one and two-story wooden fish handling sheds (one of which forms the northern edge of Fish Alley on Seawall Lot 303), dating from the early 1900's, contribute to the historic maritime character of Fisherman's Wharf.

The unique character of Fisherman's Wharf comes not only from this mix of uses, but also from its eclectic mix of architectural styles and materials. The scale and size of buildings on the seawall lots and in the adjacent upland neighborhood is generally small. With the exception of the Pier 39 garage and the Blue Shield office building, most buildings do not exceed two stories and, because most buildings are 25-50 feet wide, there are frequent changes in building form and street facades.

Along Jefferson Street, architectural changes to building fronts occur as frequently as every ten feet. Some small-scale buildings are interspersed with mid-block alleys that provide pedestrian passages to the water's edge. Arcades and awnings extend out over the sidewalks on the north side of Jefferson Street and west side of Taylor Street to protect crab pots serving up lunch to visitors and workers in the area.

There are also a variety of public access and open spaces in Fisherman's Wharf. Most of the waterfront edge already is publicly accessible from Pier 39 to Pier 45. From the waterfront edge, visitors enjoy spectacular views of the Bay, Alcatraz, cavorting sea lions, historic ships and fishing operations. At the west end of the Wharf, swimming and rowing clubs provide water recreation opportunities in Aquatic Park and additional public access to the Bay. The City is nearing completion of the F-line historic street car, which will provide public transit along The Embarcadero to serve these exciting activities as well as new public access, retail, visiting ships and other activities called for in the Waterfront Plan.



Fishing Boats at the Inner Lagoon



Commercial recreation at Pier 39

Waterfront Land Use Plan Objectives:

The Waterfront Plan's priority for Fisherman's Wharf is to support and enhance the fishing industry by, for example, developing the new Hyde Street Fishing Harbor. The Plan also recognizes and reinforces the synergy between historic fishing operations and visitor-serving activities which has made the Wharf one of the top visitor attractions in the United States. The Plan further encourages other maritime activities including ferry and excursion boats, historic ships and water recreation activities at Aquatic Park.

The Port will work with its Fisherman's Wharf Environmental Quality Advisory Committee and ensure that any improvements within or adjacent to the Bay include water quality protective measures as needed to comply with all applicable environmental and water quality laws and regulations. In addition, new construction or facility improvement projects will comply with any storm water drainage policies adopted by the Port Commission.

Summary of Design & Access Objectives:

Objectives for this area emphasize the importance of enhancing fishing operations, while also improving the public's enjoyment of Fisherman's Wharf. Towards this end, Pier 45 will continue to be the dominant pier in the area, preserved according to the Secretary of the Interior's Standards for Rehabilitation. Jefferson Street will be enhanced as the commercial main street of the Wharf. Design features will emphasize entries from Jefferson Street into the core of the future Fisherman's Wharf/ Triangle Lot open space. Views of the Bay from the Powell and Mason Street corridors will be protected and new signage will depict the area's historic and current use as a commercial fishing center. The Pier 43 Ferry Arch, a visually prominent focal point in the Wharf, will be retained. Fish Alley facilities associated with the early fishing industry will be further studied and efforts made to retain them for fishing industry uses. In addition, the design of new development will continue the area's incremental scale of development and mix of historic architectural elements, and pedestrian-scaled buildings, alleys and waterfront edge.

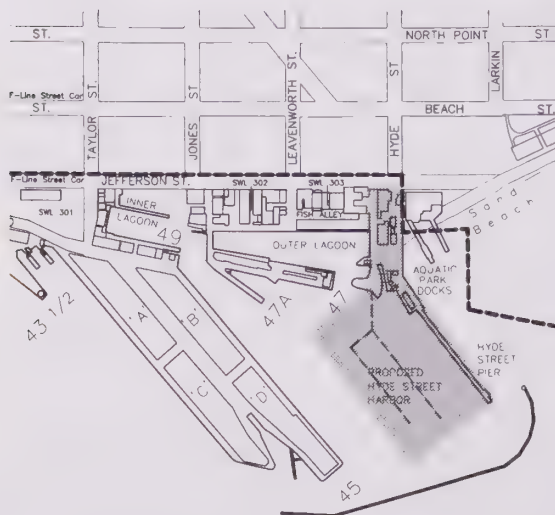


Jefferson and Taylor Streets in the Fisherman's Wharf Area

Perhaps the most dramatic improvements will be increased public access and open space. The Port will work with the Fisherman's Wharf community to develop a public plaza on the Triangle Lot (Seawall Lots 300 and 301) which will be financed by commercial development on approximately 30% of the site. Future plans include ultimately relocating the existing Triangle Lot parking in an underground garage. This new plaza will become a center for Wharf activities and will be used for special events, as well as for everyday enjoyment of the Wharf. Additional design criteria call for extending open space from the Triangle Lot to the Bay on Pier 43½ if further funding sources are identified and tenant lease concerns are addressed. There will also be improved access on waterfront edges throughout the Wharf, where such access will not interfere with fishing and other maritime operations. Views of the Bay, historic buildings or new waterfront architecture will be preserved or created along Hyde, Leavenworth, Jones, Taylor, Mason, Powell and Kearny Streets.

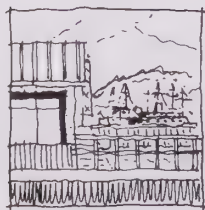
Design Criteria

HYDE STREET PIER & FISHING HARBOR

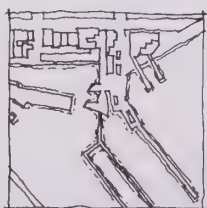


This is the site of the proposed Hyde Street Harbor for the fishing industry and the existing San Francisco Maritime National Historic Park on the Hyde Street Pier, both of which contribute to the continued maritime character of the area.

Site

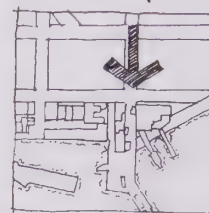


MASSING: The massing and design of new structures should allow views of the Bay or harbor activities through or between buildings at central entrances and at intervals throughout the Harbor or Pier.



PIER SHAPE: The shape and design of the proposed Hyde Street Harbor and land-based improvements should reflect fishing industry berthing and servicing needs, and include protective measures to comply with all applicable water quality environmental laws and regulations.

Site (Continued)



VIEWS: Maintain and create views from Hyde Street of the Bay, historic ships and future fishing boat berthing.

Orientation

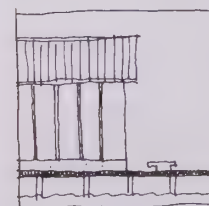


ENTRANCE: When there is substantial bulkhead site coverage, the main pier entrance should be through large central openings.

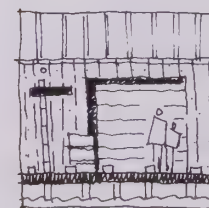
Architectural Details



CHARACTER -- Industrial: Materials, style, and detailing should reflect, but not mimic, the industrial character typical of fishing industry or other maritime structures (e.g. painted wood, metal, or concrete siding, simple detailing, authentic materials.)



COLOR: Color of structures should primarily be light tone.



PUBLIC EDGE: Edge improvements for the proposed Hyde Street Harbor should consist of features and materials that serve the needs of the commercial fishing industry. Benches, signage and other public access improvements should blend with fishing industry features. These improvements, and any trash collection and service areas will include appropriate water quality protective features.

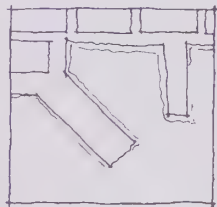
Design Criteria

PIER 47 - 47A

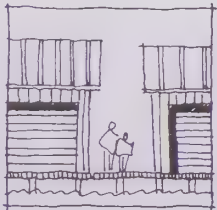


Pier 47 and 47A are used for fishing, maritime support uses and public access. In addition, a restaurant is located on Pier 47. Pier 47A is being repaired as a support facility for the fishing industry, and a public access area with views of the Bay, the City and fishing operations on Pier 45.

Site

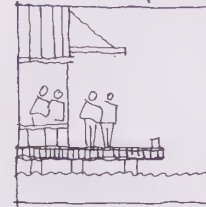


SITE COVERAGE: Location of pier improvements should first meet fishing industry berthing and servicing needs and include protective measures to comply with all applicable water quality environmental laws and regulations.



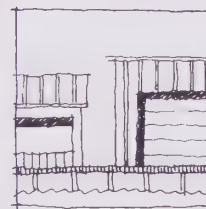
MASSING: Any new building massings should include breaks for frequent visual and pedestrian access to the waterfront.

Site (Continued)

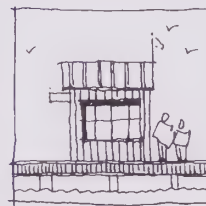


OPEN SPACE: Provide public access along all pier edges where it does not conflict with fishing industry operations.

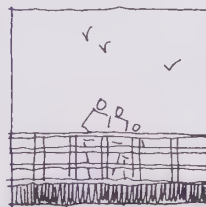
Architectural Details



ARTICULATION: Use a variety of architectural treatments (e.g. pattern and spacing of windows, doors, color or other materials and detailing) to provide visually interesting street facades and complement the established neighborhood character.



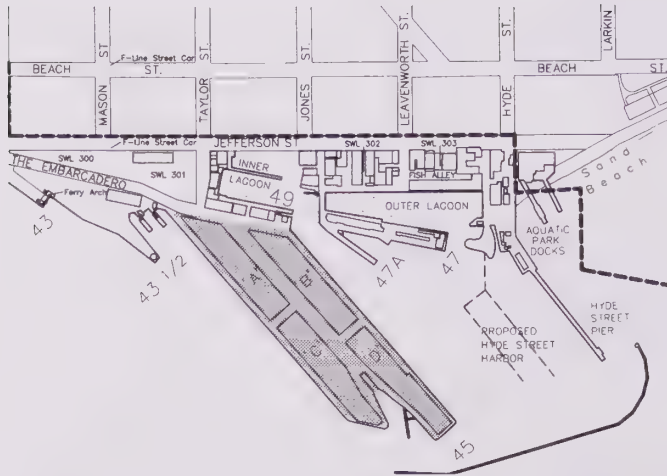
CHARACTER -- Industrial: Materials, style, and detailing should reflect, but not mimic, the industrial character typical of fishing industry or other maritime structures (e.g. painted wood, metal, or concrete siding, simple detailing, authentic materials.)



PUBLIC EDGE: New railings or other edge treatments should reflect the industrial character of fishing industry or other maritime uses, should be as transparent as possible, and should include appropriate water quality protective measures.

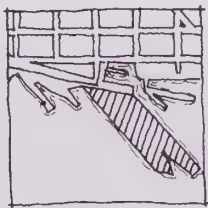
Design Criteria

PIER 45



Pier 45 is the longest and largest pier in the Fisherman's Wharf area and home to the commercial fishing industry. Sheds on the west side of the pier were recently rehabilitated by the Port for fish handling operations. The west pier apron and central "valley" between the piersheds are also used by fishing industry businesses. Sheds on the east side are used for parking and special events, and are the subject of a community based planning study to determine long term uses.

Site

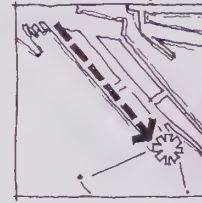


PIER 45: Preserve Pier 45's historic bulkhead facades and sheds, consistent with The Secretary of the Interior's Standards for Rehabilitation. Pier 45 should continue to be the dominant pier form in the Fisherman's Wharf area.



VIEWS: Preserve view of the Pier 45 Shed A bulkhead from Taylor Street.

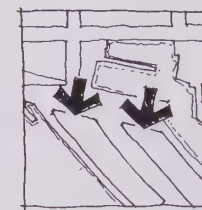
Site (Continued)



OPEN SPACE--East Apron:

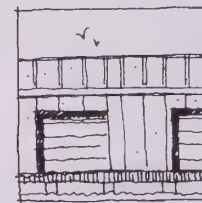
Provide public access along the east apron of Pier 45 where it does not conflict with fishing industry operations. Include protective measures to comply with all applicable water quality environmental laws and regulations.

Orientation



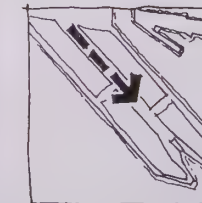
ENTRANCE: Make every effort to locate main entrances to any new public uses through the existing central openings of the sheds A & B facades.

Architectural Details



CHARACTER -- Industrial: Materials, style, and detailing should reflect the industrial character typical of fishing industry and nearby maritime buildings.

Service

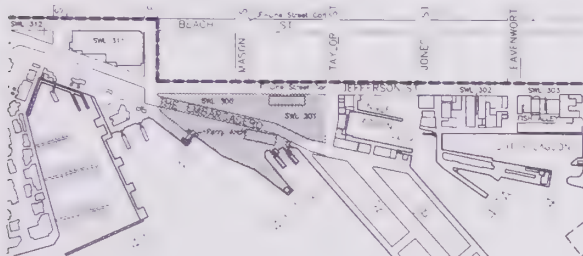


SERVICE: Provide service access from the central valley, if compatible with access needs of individual fish handling operators on Pier 45. Secure trash collection facilities, and incorporate appropriate measures to comply with all applicable water quality environmental laws and regulations.

Design Criteria

TRIANGLE LOT & PIERS 43 & 43 1/2

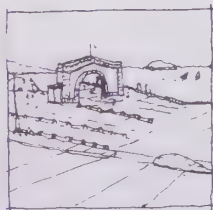
(Seawall Lots 300 & 301 are the Triangle Lot)



The Triangle Lot provides the opportunity to create a major new open space at Fisherman's Wharf, activated and financed by a festive "Market Hall" on 30% of the parking lot now occupying most of the site. An underground garage

would maintain needed parking in the area and contribute the remaining funding to develop the open space. The Port must work closely with the community to address short-term construction impacts and provide long-term management of this public space to ensure it becomes an asset for Fisherman's Wharf. Cable car service will be relocated to this site or nearby. Further efforts will be made to identify funding sources to finance expansion of the Triangle Lot open space to the adjacent Pier 43 1/2 which is under a long term lease. Until these goals can be realized, the Port will continue with incremental pedestrian circulation & access improvements in this area.

Site



HISTORIC PRESERVATION --

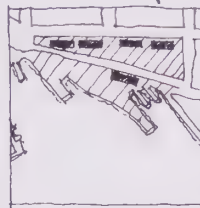
Ferry Arch: Retain the Pier 43 Ferry Arch and develop more specific guidelines for its preservation and reuse.



SITE COVERAGE -- Open Space:

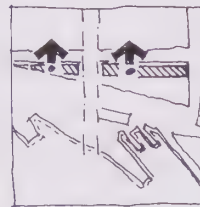
Increase open space and provide a Bay edge on Pier 43 1/2 by reducing or relocating parking off-site, if additional funding sources become available and long-term tenant lease issues are resolved. Include storm water drainage measures in open space improvement projects in accordance with any storm water drainage policies adopted by the Port Commission.

Site (Continued)

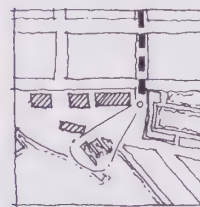


SITE COVERAGE -- Open Space:

Reserve 70% of site for future public access and open space uses. Work with the affected Port tenants and Fisherman's Wharf community to determine open space design and develop a program to meet interim parking, vehicular circulation and other operational needs of affected businesses during the construction period.



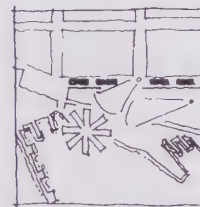
MASSING -- Jefferson Street: Reinforce the "main street" character of Jefferson Street by locating new buildings at or near the street. Maintain views and entrances from Powell, Mason, and Taylor Streets.



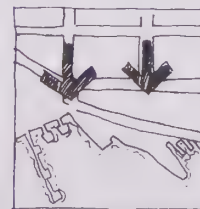
MASSING -- Taylor Street: New building massing should allow views between buildings from Taylor Street to the Pier 43 1/2 waterfront.



MASSING -- Scale: Recognize the established neighborhood scale by limiting apparent building mass to 1/2 block size to create an image of multiple buildings per block.



MASSING -- Views Through: New development on Jefferson Street or on the interior of the site should include exterior pedestrian or service ways that are oriented toward the Bay and views of the Pier 43 Ferry Arch between larger building massings.

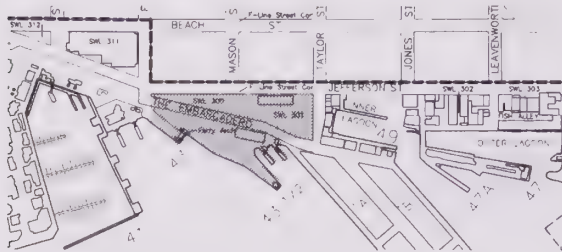


VIEWS: Preserve views of the Bay through or adjacent to the Triangle Lot and Pier 43 1/2 from Mason and Powell Streets.

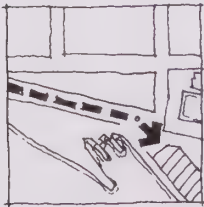
TRIANGLE LOT & PIERS 43 & 43 1/2

(Seawall Lots 300 & 301 are the Triangle Lot)

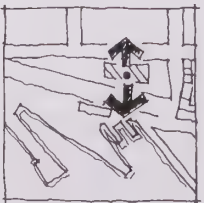
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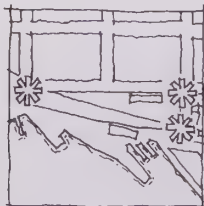
Orientation



ORIENTATION -- Embarcadero: Maintain access to Pier 45 from The Embarcadero. Recognize the terminus of The Embarcadero at Pier 45 with a sculpture or other public access feature.



ORIENTATION -- To Street and Bay: Proposed Jefferson Street market hall, should be oriented to both the Triangle Lot plaza and to the street.



ORIENTATION -- Intersection Corners: Provide entry and identity features for the Fisherman's Wharf area at intersection corners.

Architectural Details



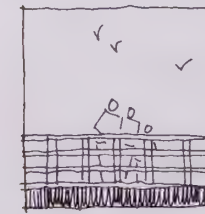
ARTICULATION: Along Jefferson Street, use a variety of architectural treatments (e.g. pattern and spacing of windows, doors, color or other materials and detailing) to provide visually interesting street facades and complement the established neighborhood character.



TRANSPARENCY: Avoid blank ground floor walls by providing views into and through the ground floor of buildings.



CHARACTER -- Industrial: Materials, style, and detailing should reflect, but not mimic, the industrial character typical of fishing industry or other maritime structures (e.g. painted wood, metal, or concrete siding, simple detailing, authentic materials.)



PUBLIC EDGE: New railings should reflect the industrial character of fishing industry or other maritime uses and be as transparent as possible. These improvements and any trash collection facilities will include appropriate protective measures to comply with all applicable water quality environmental laws and regulations.

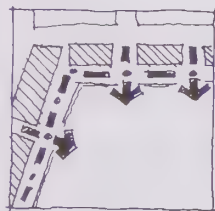
Design Criteria INNER LAGOON

Bulkhead Sites Bordering the Inner Lagoon



Sites bordering the Inner Lagoon with access to both the lagoon and adjacent streets or alleys.

Site

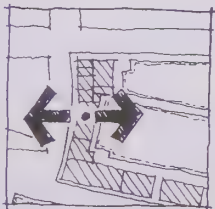


SITE COVERAGE: Include exterior service or pedestrian ways in new development to provide views and pedestrian access to the water.



MASSING: Complement the established scale of the adjacent neighborhood by providing breaks or changes in building massings at 1/4 block intervals (minimum) by varying building form (e.g. changes in height, setbacks).

Orientation

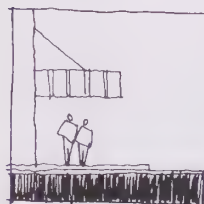


ORIENTATION -- Street and Lagoon: Commercial visitor-serving uses should be oriented to both the street and the Lagoon. As opportunities arise, create or enhance exterior service or pedestrian access between buildings to the lagoon.

Architectural Details



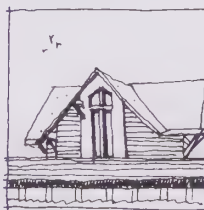
ARTICULATION: Use a variety of architectural treatments (e.g. pattern and spacing of windows, doors, color or other materials and detailing) to provide visually interesting street facades and complement the established neighborhood character.



CHARACTER -- Structures Over Sidewalk: Allow awnings or arcades to extend commercial activities onto and over the sidewalk areas.



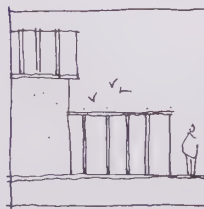
CHARACTER -- Industrial: Materials, style, and detailing should reflect, but not mimic, the industrial character typical of fishing industry structures. (e.g. painted wood or metal siding, simple detailing, authentic materials.)



CHARACTER -- Accent the Chapel: Use colors that are different than surrounding building to emphasize the chapel at the foot of Pier 45.

TRANSPARENCY: Avoid blank ground floor walls by providing views into and through the ground floor of buildings.

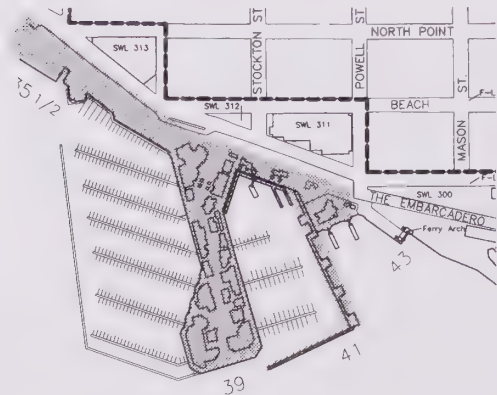
Service



TRASH ENCLOSURES: Use fences or other lockable enclosures to screen trash facilities from public view. Incorporate appropriate measures to comply with all applicable water quality environmental laws and regulations.

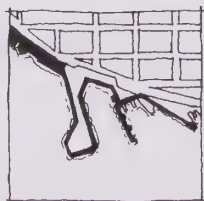
Design Criteria

EAST WHARF PARK AND PIERS 41 & 39 and Adjoining Area From the Seawall to the Embarcadero



Pier 39 and Pier 41 are used for commercial recreation, ferry and excursion boats, recreational boat marina, public access and open space.

Site



OPEN SPACE: Maintain the existing open spaces at East Wharf Park and Pier 41, and the continuously accessible waterfront edges throughout the area.

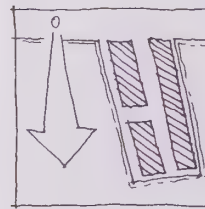


SITE COVERAGE -- Street Views: To protect views of the Bay, new ancillary structures should be located outside the Powell and Kearny Street corridors.



MASSING: Any new building massings should include breaks for frequent visual and pedestrian access to the waterfront.

Orientation

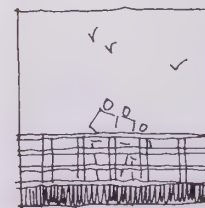


ORIENTATION -- Bay Views: To maximize views of the Bay, orient the long edge of any new piers or buildings parallel to view.

Architectural Details

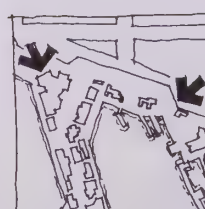


CHARACTER -- Industrial: Materials, style, and detailing should reflect, but not mimic, the industrial character typical of fishing industry or other maritime structures (e.g. painted wood, metal, or concrete siding, simple detailing, authentic materials.)

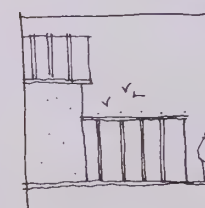


PUBLIC EDGE: New railings or other edge treatments should reflect the industrial character of fishing industry or other maritime uses, should be as transparent as possible, and incorporate appropriate protective measures to comply with all applicable water quality environmental laws and regulations.

Service



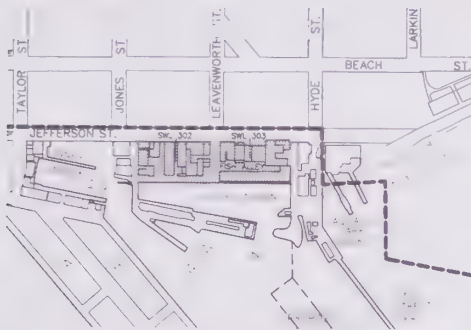
SERVICE: Avoid new service access along the waterside of piers that conflicts with public access.



TRASH ENCLOSURES: Use fences or other lockable enclosures to screen trash facilities from public view. Incorporate appropriate water quality protective measures to comply with all applicable water quality and environmental laws and regulations.

Design Criteria

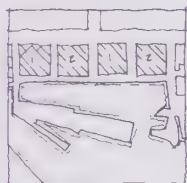
SEAWALL LOTS 303 & 302



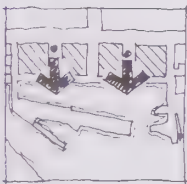
This area contains an eclectic variety of small structures housing restaurants and shops (primarily along Jefferson Street), and small warehouses (in the interior blocks including historic Fish Alley), many of which currently and, under policies in the Waterfront Plan, are encouraged to con-

tinue to serve the fishing industry. The design criteria focuses on preserving the small scale, industrial and historic maritime character of development on these blocks.

Scale

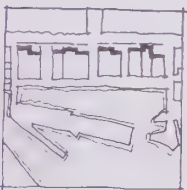


MASSING: Complement the established scale of the adjacent neighborhood by providing breaks or changes in building massings at 1/4 block intervals (minimum) by varying building form (e.g. changes in height, setbacks, roof forms).



SITE COVERAGE: Any infill development should include exterior service or pedestrian ways to allow views and pedestrian access to the water where compatible with fishing industry operations.

Orientation



EDGE -- Jefferson Setback: Allow 0' to 15' setbacks along Jefferson Street to create variety in the street wall.

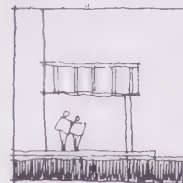
Architectural Details



ARTICULATION: Use a variety of architectural treatments (e.g. pattern and spacing of windows, doors, color or other materials and detailing) to provide visually interesting street facades and complement the established neighborhood character.



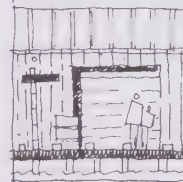
Historic Preservation: Evaluate shed buildings at 2909, 2915, and 2921 Jones Lane and the fish handling building on the north side of Fish Alley to develop recommendations regarding their potential for rehabilitation and adaptive reuse. Make strong efforts to retain them for fishing industry use.



CHARACTER -- Jefferson Street: Along Jefferson Street, avoid blank ground floor walls by providing views into the ground floor of buildings. Allow awnings or arcades to extend commercial building activities onto and over the sidewalk areas.

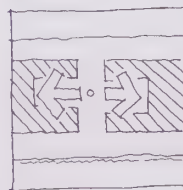


CHARACTER -- Industrial: Materials, style, and detailing should reflect the industrial character typical of fishing industry structures, (e.g. painted wood or metal siding, simple detailing, authentic materials.)



PUBLIC EDGE: Edge improvements should consist of features and materials that also serve the needs of the commercial fishing industry and incorporate appropriate protective measures consistent with all water quality environmental laws and regulations. Any necessary benches, signage and other public access improvements should blend with fishing industry features.

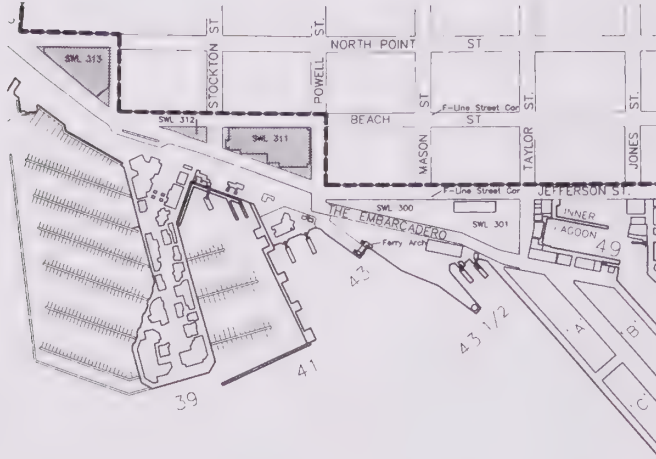
Service



SERVICE: Provide service access from interior alleys or north/south streets if feasible.

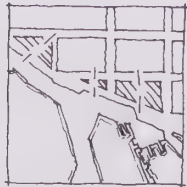
TRASH ENCLOSURES: Use fences or other lockable enclosures to screen trash facilities from public view, and incorporate appropriate water quality protective measures to comply with all water quality environmental laws and regulations.

Design Criteria SEAWALL LOTS 313, 312, & 311



Seawall lot 311 and 312 are occupied by the Pier 39 parking garage and queuing lanes for the garage. Seawall lot 313 is occupied by an office building.

Site

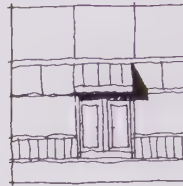


MASSING: Complement the established scale of the adjacent neighborhood by providing breaks or changes in building massings at 1/2 block intervals (minimum) by varying building form (e.g. changes in height, setbacks).

Orientation



ORIENTATION -To Embarcadero:
Orient primary uses and pedestrian entrances toward The Embarcadero.



ENTRY: Use recessed bays, awnings or other architectural treatments to provide a clear expression of pedestrian entrances.

Architectural Details

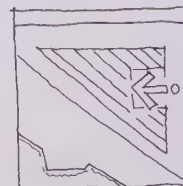


ARTICULATION: Use a variety of architectural treatments (e.g. pattern and spacing of windows, doors, color or other materials and detailing) to provide visually interesting street facades and complement the established neighborhood character.



TRANSPARENCY: Avoid blank ground floor walls by providing views into the ground floor of buildings.

Service



SERVICE: Avoid service, parking, and autocourt entries from The Embarcadero.

Northeast Waterfront

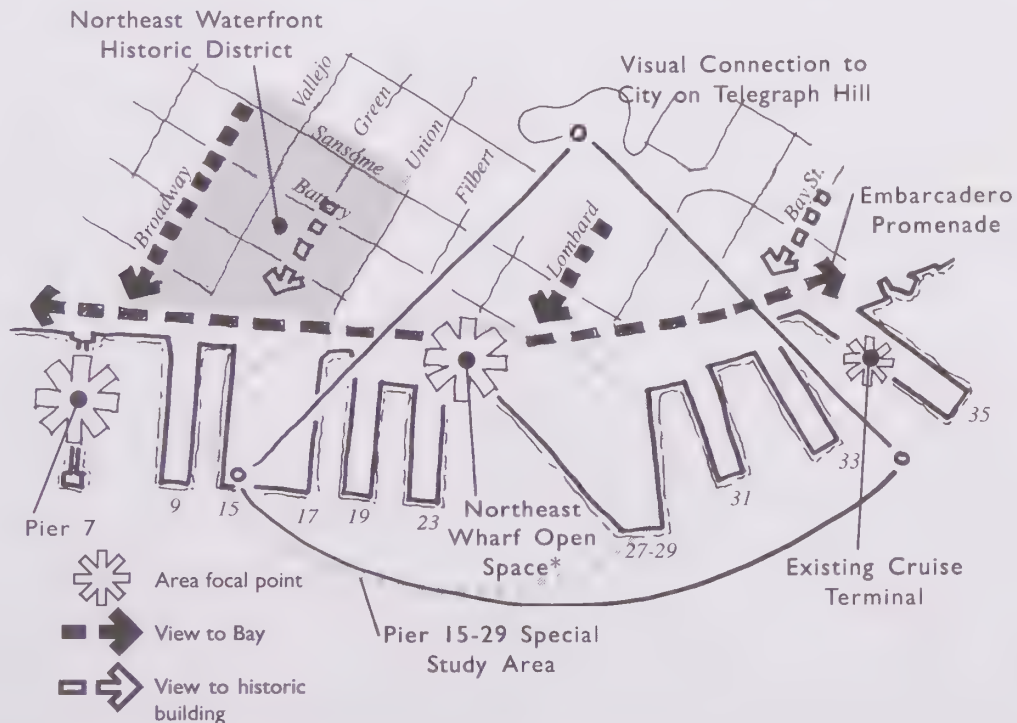
Character of the Area:

The Northeast Waterfront extends from Pier 35 to Pier 7. It is part of a former maritime and industrial district which is successfully evolving into a vibrant urban neighborhood. On the waterside, there are nine pier and shed structures and eight "Neoclassical" bulkhead buildings that were built before 1936. These bulkhead buildings, and the "connector buildings" extending between them, establish a strong architectural edge to The Embarcadero.

Pier uses in the area include the City's cruise ship terminal at Pier 35 and industrial cargo shipping operations on Piers 15-29. A mix of commercial and maritime uses, offices, restaurants, and public access exists on other piers and within the bulkhead buildings. Across The Embarcadero, the Port's seawall lots are used primarily for commercial uses and parking. The landmark Beltline Railway Roundhouse at Sansome Street and The Embarcadero has been rehabilitated for office use.

Urban Design Features:

- The major open spaces are Pier 7 and Northeast Wharf (future).
 - The historic finger piers are a defining City form.
 - The Northeast Waterfront Historic District is adjacent to Piers 9-23.
 - The waterfront has a strong visual connection to Telegraph Hill.
 - The existing cruise ship terminal is located at Pier 35.
- * Pier 15-29 is located in a Special Study Area. The specific location of the Northeast Wharf open space, and the Lombard Street view corridor are subject to further evaluation in the Special Planning Study. (see pp. 72-73).



Northeast Waterfront Highlights Map

The area's unique character is derived, in part, from the buildings in adjacent Northeast Waterfront Historic District which were developed to serve maritime activities from the 1850's to the first half of this century. The handsome brick (pre-1906) and concrete (post 1906) buildings which remain today vary in height from approximately 6 stories (at the foot of Telegraph Hill) to a maximum of four stories (at The Embarcadero), and are used for office and other commercial uses. Common building characteristics in this historic area include large building bulk, minimal architectural detailing, and repeated use of vertically-shaped window and door openings. New mid- to high-rise multi-unit housing also has been developed at the north end of this area on non-Port property.

Pier 7, the public access pier and open water basin located at the foot of Broadway, currently is the most prominent open space in the area. Pier 7 and its marginal wharf will remain the principle public access for the foot of Broadway area. Significant public access also occurs along the Embarcadero Promenade. Views of the Bay and maritime activities are provided between many bulkhead buildings. However, between Piers 29-35, public access and Bay views are limited by historic bulkhead/connector buildings.

Waterfront Land Use Plan Objectives:

The Waterfront Plan acknowledges that this former maritime and industrial district has evolved into a new urban neighborhood. However, Piers 15 - 17, 19 - 23 and 27 - 29 are designated "Transitional Maritime" facilities in the Plan to reflect their continued use for industrial cargo shipping and cargo support operations. If it is determined that these facilities no longer are needed for cargo-related activities, the Waterfront Plan encourages reuse of these piers. Any new, mixed-use pier developments will include commercial recreation activities along with excursion boats, cruise ships, or other maritime uses, and major increases in public access. New development on adjacent inland sites will complement the area's evolving mixed-use residential and commercial neighborhood.



Piers in the Northeast Waterfront

Summary of Design & Access Objectives:

The objectives ensure that, as the land use evolution continues, new development is compatible with existing historic resources and enhances the historic and maritime character of the area. Toward this end, bulkhead buildings at Piers 9, 15, 19, 23, 29, 31, 33 and 35, and Pier 29 1/2 and 33 1/2 connector buildings will be retained and reused. In addition, Piers 9, 15, 19, 23, 31 and 33 will be included in a pier preservation study to develop recommendations for preservation as units with their bulkheads, adaptive reuse, and/or replacement. The pier preservation recommendations also will inform future decisions regarding the potential development of mixed use maritime projects on Piers 15 - 29. Prior to approval of such new development, a Pier 15 - 29 Special Planning Study, described below, must be completed.

Development on the waterside of The Embarcadero should reflect its unique waterfront location with building forms and detailing expressing the maritime and industrial character of the area. New development projects on seawall lots should continue the architectural character established by the adjacent Northeast Waterfront Historic District. Buildings fronting The Embarcadero should express the boldness and grandeur of The Embarcadero through strong building forms and details that accentuate the curve of the roadway.



Cruise ship and tugboat in the Northeast Waterfront



View towards the waterfront on Green Street

Existing waterfront views between bulkhead buildings will be preserved. In addition, the Port will create at least two new view openings through or between the historic bulkhead/connector buildings between Piers 29-35. At least one of these openings will be through the Pier 33 1/2 historic connector building. Street views of the Bay, historic buildings, or waterfront architecture will be preserved or created from North Point, Bay, Chestnut, Green, Sansome Streets and Broadway.

To further address public access and open space needs in the areas between Piers 15-29, the Port, in coordination with the San Francisco Planning Department and BCDC, will prepare and adopt a “Special Planning Study”. This Pier 15-29 Special Planning Study, which must be completed prior to new development on Piers 15-17, 19-23, or 27-29, will determine:

1. The location and size of a major new open space (“Northeast Wharf”) in the area of Piers 15 to 27;
2. The location and configuration of new piers;
3. The removal of up to 210,000 square feet of pier area to create new open water in the Pier 15-35 area, of which at least 120,000 square feet would be removed between Piers 15 and 29.
4. Any other criteria deemed necessary to meet open space, view, city pattern, maritime, historic preservation, architectural design or other plan objectives.



Tugboats along Pier 15



Pier 7 public access pier

To address the above issues, this Chapter includes initial recommendations which will be considered along with other possible design solutions identified during the Pier 15-29 Special Planning Study. Additional factors to be considered during this Special Planning Study to meet the above objectives include structural condition of facilities, financial feasibility, economic development opportunities and compatibility of reuse with the Waterfront Plan land use objectives for these piers.

Design Criteria

BULKHEAD SITES 35 - 9



The historic bulkhead and connector buildings will be retained and reused to reinforce the edge of The Embarcadero Promenade and to frame open spaces and views of the Bay and maritime activities.

Site



HISTORIC PRESERVATION: Retain and reuse Bulkheads 9, 15, 19, 23, 29, 31, 33, and 35, and connector buildings 29 and 33. Develop guidelines for rehabilitation.



MASSING -- Views: Preserve existing views of the Bay and maritime uses between bulkhead buildings at Pier 9 and 15, 17 and 19, and 31 and 33. Create additional views to the Bay through an opening in the Pier 33 1/2 connector building; through an additional bulkhead building opening between Piers 29 and 35; and between or within other bulkhead and connector buildings per the "View Interval" policy in Chapter 3.

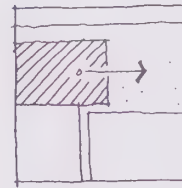


VIEWS: Preserve or create views of historic bulkhead buildings or architecture with a waterfront identity from North Point, Bay, Chestnut, Green and Sansome Streets.

Site (Continued)



ENTRY -- Central Arch: Utilize arched entries of existing bulkhead buildings for access to major pier or bulkhead uses. For new development, consider use of an oversized central entrance for main uses.

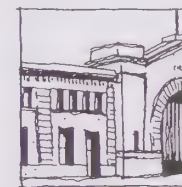


ENTRY -- Bulkhead Sides: To provide activity on marginal wharves, consider opening side of bulkhead buildings, consistent with historic character of structures and scale, size, and detailing of other openings.

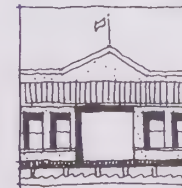


EDGE -- Embarcadero: Where replaced, structures should be located to form an edge to the Embarcadero Promenade. Building facades facing The Embarcadero should reinforce the large scale of the street with bold forms, deep recessed openings, and strong detailing (with form and detailing exceptions for maritime buildings.)

Architectural Details



CHARACTER -- Historic: Modifications should preserve the historic character defining elements of historic buildings.

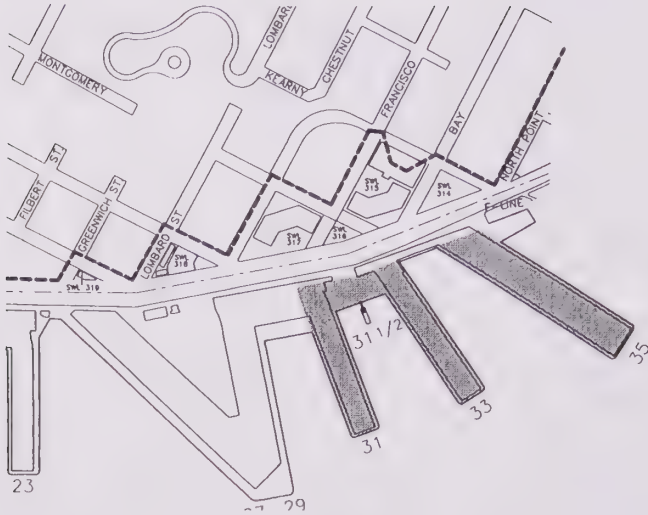


CHARACTER -- Waterside: Improvements and openings on the waterside of bulkhead buildings should have simple and regular forms, use materials compatible with pier improvements, and not detract from character defining elements of historic buildings.

COLOR: Color of structures should be primarily light in tone.

Design Criteria

PIERS 35 - 31



The City's passenger cruise terminal is located at Pier 35. New development should acknowledge the finger pier form and industrial character of the area, while also providing new views to the Bay and public access through the historic bulkhead and connector buildings.

Site



HISTORIC PRESERVATION: Evaluate Piers 31 and 33 in a comprehensive pier preservation study to develop recommendations for which historic piers and sheds should be preserved as units with their bulkheads and adaptively reused.



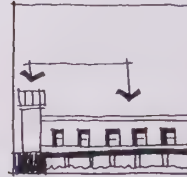
PIER SHAPE: New or modified piers or buildings should respect the existing pattern of the Northeast Waterfront, which is characterized by linear, finger pier shapes separated by open water areas.

Site (Continued)



VIEWS: Preserve views of bulkhead buildings and Pier 35 from North Point and Bay Streets.

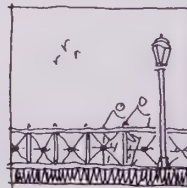
Architectural Details



CHARACTER -- New Development: Where adaptive reuse is not feasible, design new development so that it does not visually compete with historic bulkhead buildings. Locate strong architectural forms at an appropriate distance from historic bulkheads.



TRANSPARENCY: Maximize transparency of pier edges facing adjacent open spaces, to the extent compatible with maritime uses.



PUBLIC EDGE: Continue architectural treatment of public access edge improvements along East Wharf Park onto Pier 35 to the extent compatible with maritime uses.

Recommendations

PIERS 29 - 15



NOTE: Piers 15-17, 19-23 and 27-29 will be further analyzed in a Pier 15-29 Special Planning Study. The Special Planning Study must be completed prior to new development on any of these piers and will determine the site of a major new "Northeast Wharf" open space; whether and which historic piers should be retained; the location and form of new piers; the location of up to 210,000 square feet of pier area to be removed to create views of open water; and any other criteria deemed necessary to meet access and open space, view, historic preservation, architectural design, or other urban design policies of this Element. The design recommendations described below are developed by the Technical Advisory Committee. These and other possible approaches will be considered during the Pier 15-29 Special Planning Study.

TAC Recommendations

Site



HISTORIC PRESERVATION: Evaluate Piers 15, 19 and 23 in a comprehensive pier preservation study to develop recommendations for which historic piers and sheds should be preserved as units with their bulkheads and adaptively reused.



VIEWS: Keep Green, Lombard and Chestnut Streets free of obstructions to preserve views of historic buildings or future architecture with waterfront identity.

Site (Continued)



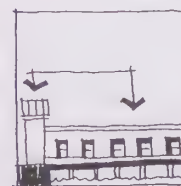
PIER SHAPE: Any modification to pier shape should respect and complement the linear, finger pier shapes along the Northeast Waterfront. New piers and buildings should have similar characteristics.

Orientation



ORIENTATION -- Pier 27: New development on Pier 27 should be oriented towards The Embarcadero and a potential large public open space at the base of Pier 27. Main vehicular access and service should be in the interior of the pier or along the north edge.

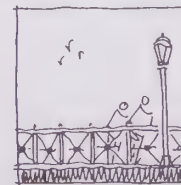
Architectural Details



CHARACTER -- New Development: Where adaptive reuse is not feasible, design new development so that it does not visually compete with historic bulkhead buildings. Locate strong architectural forms at an appropriate distance from historic bulkheads.

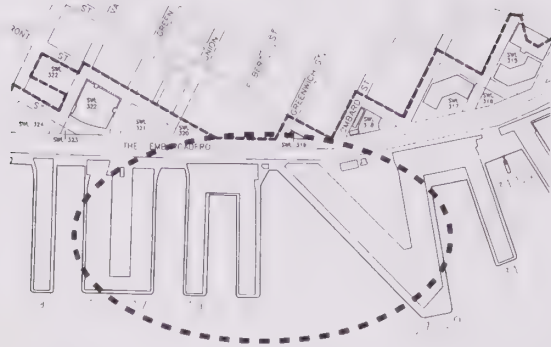


TRANSPARENCY: Maximize transparency of pier edges that face adjacent open spaces, where compatible with maritime uses and consistent with the architectural character of pier sheds.



PUBLIC EDGE: Coordinate architectural treatment of public access edge improvements with those of adjacent major open spaces.

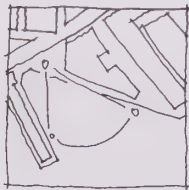
Recommendations NORTHEAST WHARF



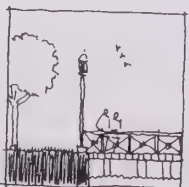
NOTE: As previously explained, the Port will develop a major public open space, "Northeast Wharf", on a site that will be determined during the Pier 15-29 Special Planning Study. Different open space sites have been discussed, including 1) bayward of the Pier 19 or 23 bulkhead buildings, which would involve the removal of a pier shed, and possibly an entire pier; 2) the base of Pier 27 along The Embarcadero; and 3) Piers 15 and 17. The following recommendations were developed by the Technical Advisory Committee to locate the open space, named "Wharf 25", at the base of Pier 27 which will be further considered during the Pier 15-29 Special Planning Study.

General TAC Recommendations

Site

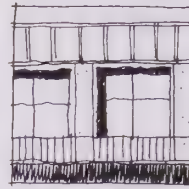


PIER SHAPE: Maintain open water as close to the Embarcadero Promenade as possible.

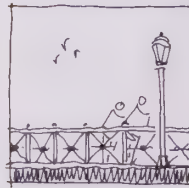


EDGE -- Seawall: Architecturally acknowledge the location of these seawall, and the distinction between being over land and being over water.

Architectural Details

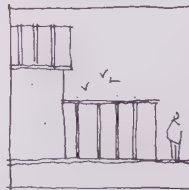


TRANSPARENCY: Avoid blank ground floor walls by providing views into and through the ground floor of buildings consistent with the architectural character of the pier structures.



PUBLIC EDGE: To emphasize access to public areas on adjacent piers, extend and coordinate treatment of edge improvements with adjacent pier edges.

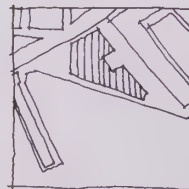
Service



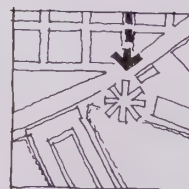
TRASH ENCLOSURE: Screen trash facilities from public view with fences or other lockable enclosures.

TAC Recommendations for Pier 27

Site



SITE COVERAGE: Create a new open space at least 500' wide from the north edge of Pier 23 through the southern portion of Pier 27 to the Embarcadero/Lombard Street intersection. Maintain 85% of the site, including the Lombard Street corridor, free of floor area structures. Adjacent commercial uses may spill out onto the open space to activate the area.



ORIENTATION -- Lombard Street: Acknowledge the terminus of Lombard Street with a framed view of the Bay, or with an architectural or sculptural feature.

Design Criteria PIERS 9 AND 7

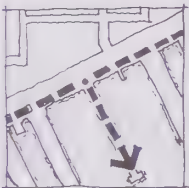


Pier 7 is a 900-foot public access pier. Pier 9 is the permanent home of the San Francisco Bay Bar Pilots and a variety of short-term office and warehouse uses.

Site

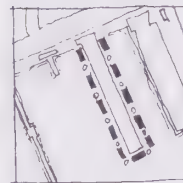


HISTORIC PRESERVATION: Evaluate Pier 9 in a comprehensive pier preservation study to develop recommendations for which historic piers and sheds should be preserved as units with their bulkheads and adaptively reused.

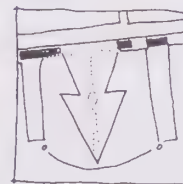


OPEN WATER: Maintain Pier 7 as the dominant pier form, by preserving existing open water area on either side of the pier between Piers 3 and 9, and by maintaining the existing 450 linear feet of Bay interface with The Embarcadero between the Pier 5 and 9 bulkhead buildings (with allowance for the existing restaurant and its approved increase in dining, transient berthing, and public access on Pier 7 1/2). Allow berthing of operational vessels in the open water and along adjacent piers.

Site (Continued)



PIER SHAPE: Maintain the existing pier perimeter and pier area for Pier 9 unless changes are necessary to accommodate maritime uses or additional public access.



VIEWS: Maintain Bay views at the end of Broadway. Frame Pier 7 view with buildings on bulkhead sites.



OPEN SPACE--Marginal Wharf: Allow adjacent commercial uses to spill out onto the Pier 7 marginal wharf to activate the area.

Orientation



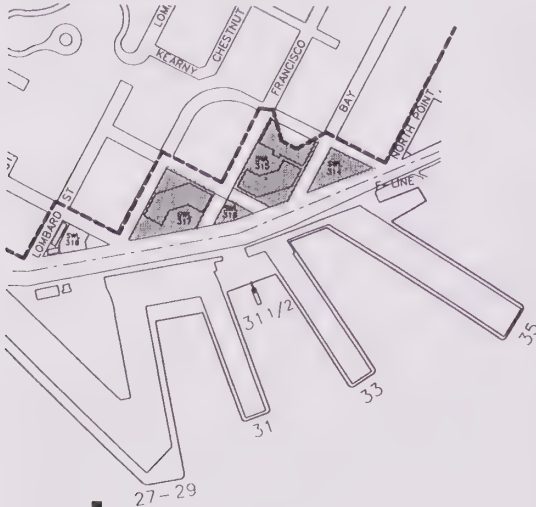
CHARACTER--New Development: Where adaptive reuse is not feasible, design new development so as not to compete visually with historic bulkhead buildings. Locate strong architectural forms at an appropriate distance from historic bulkheads. Emphasize linearity of pier with rhythm of doors, windows, perimeter lighting, and/or other features.



TRANSPARENCY: Maximize transparency of pier edges facing Pier 7, consistent with the architectural character of the pier shed structure.

Design Criteria

SEAWALL LOTS 314 - 317



Four seawall lots front The Embarcadero at the northern edge of the Northeast Waterfront subarea. New development on these sites should continue the scale and character of the adjacent neighborhood and provide a strong edge to The Embarcadero.

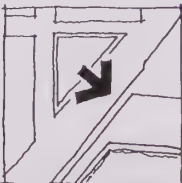
Site



MASSING: Complement the established scale of the adjacent neighborhood by providing breaks or changes in building massings at 1/2 block intervals (minimum) by varying building form (e.g. changes in height, setbacks, roof form).

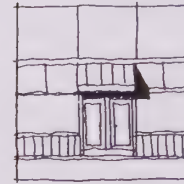


MASSING: Any required residential open space should be located within project interior.



MASSING -- SWL 314: Building(s) should extend to the sidewalk edge along The Embarcadero to emphasize relationship to bulkhead buildings across the street and the site's role as a gateway to Fisherman's Wharf.

Orientation



ENTRY -- Embarcadero: Primary uses and pedestrian entrances should be oriented towards The Embarcadero with a clear expression of pedestrian entrances, e.g. recessed bays, awnings or other architectural treatment.

Architectural Details



ARTICULATION: Use a variety of architectural treatments (e.g. pattern and spacing of windows, doors, color or other materials and detailing) to provide visually interesting street facades and complement the established neighborhood character.



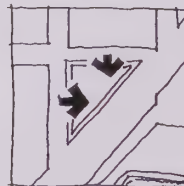
CHARACTER -- Embarcadero: Building facades facing The Embarcadero should reinforce the large scale of the street with bold forms, deep recessed building openings, and strong detailing.

TRANSPARENCY: Avoid blank ground floor walls by providing views into the ground floor of buildings.



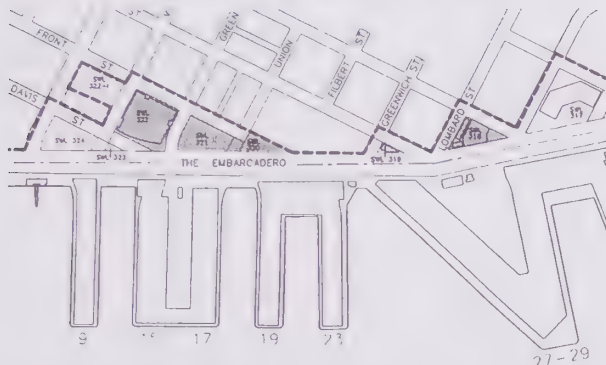
CHARACTER: Use materials, style, and detailing to complement the architectural character of the adjacent Northeast Waterfront Historic District.

Service



SERVICE: Avoid service, parking and auto-court entries from the Embarcadero.

Design Criteria SEAWALL LOTS 318 - 322



The architectural form and character of new development on these seawall lots should be compatible with the Northeast Waterfront Historic District.

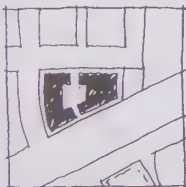
Site



HISTORIC PRESERVATION: Preserve the Beltline Railroad Roundhouse, consistent with the Secretary of Interior's Standards.



MASSING: Complement the established scale of the adjacent neighborhood by providing breaks or changes in building massings at 1/2 block intervals (minimum) by varying building form (e.g. changes in height, setbacks, roof forms).



MASSING: Any required residential open space should be located within project interior.

Orientation



ENTRY -- Embarcadero: Primary uses and pedestrian entrances should be oriented toward The Embarcadero with a clear expression of pedestrian entrances. (e.g. recessed bays, awnings or other architectural treatment.)



MASSING -- SWL 314: Building(s) should extend to the sidewalk edge along The Embarcadero to emphasize relationship to bulkhead buildings across the street and the site's role as a gateway to Fisherman's Wharf.

Architectural Details



ARTICULATION: Use a variety of architectural treatments (e.g. pattern and spacing of windows, doors, color or other materials and detailing) to provide visually interesting street facades and complement the established neighborhood character.



CHARACTER -- Embarcadero: Building facades facing The Embarcadero should reinforce the large scale of the street with bold forms, deep recessed building openings, and strong detailing.

CHARACTER: Use materials, style, and detailing to complement the architectural character of the adjacent Northeast Waterfront Historic District.

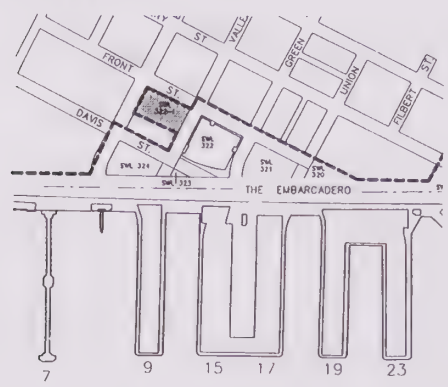
TRANSPARENCY: Avoid blank ground floor walls by providing views into the ground floor of buildings.

Service



SERVICE: Avoid service, parking, and auto-court entries from The Embarcadero.

Design Criteria SEAWALL LOT 322i

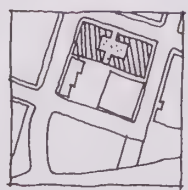


Seawall Lot 322i is located inland from the waterfront, on the corner of Front Street and Broadway. The architectural form and character of new development should be compatible with the Northeast Waterfront Historic District.

Site

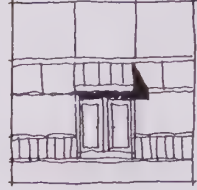


MASSING: Complement the established scale of the adjacent neighborhood by providing breaks or changes in building massings at 1/2 block intervals (minimum) by varying building form (e.g. changes in height, setbacks, roof forms).



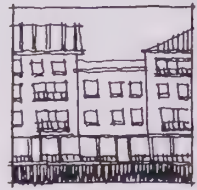
MASSING: Any required residential open space should be located within project interior.

Orientation



ENTRY: Primary uses and pedestrian entrances should be oriented toward Broadway and Front Street with a clear expression of pedestrian entrances. (e.g. recessed bays, awnings or other architectural treatment.)

Architectural Details



ARTICULATION: Use a variety of architectural treatments (e.g. pattern and spacing of windows, doors, color or other materials and detailing) to provide visually interesting street facades and complement the established neighborhood character.

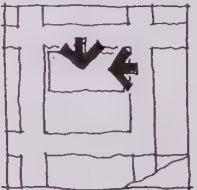


TRANSPARENCY: Avoid blank ground floor walls by providing views into the ground floor of buildings.



CHARACTER: Use materials, style, and detailing that complement the architectural character of the adjacent Northeast Waterfront Historic District.

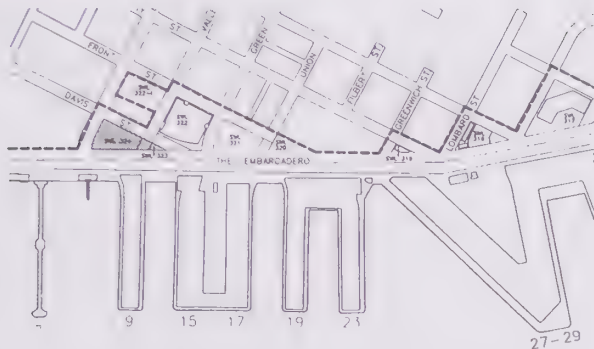
Service



SERVICE: Avoid service, parking, and auto-court entries from Broadway.

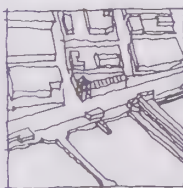
Design Criteria

SEAWALL LOTS 323 & 324



Seawall Lots 323 and 324 form the corner entry to Broadway Street at The Embarcadero.

Site

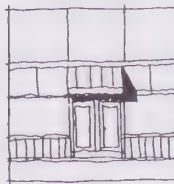


MASSING: Complement the established scale of the adjacent neighborhood by providing breaks or changes in building massings at 1/2 block intervals (minimum) by varying building form (e.g. changes in height, setbacks, roof form). Maintain view of the Pier 9 bulkhead building from Vallejo Street to the extent feasible.

HEIGHT: Use building height at or near the sidewalk edge to emphasize the corner of Broadway and The Embarcadero. North of this edge feature, step height down to 40 feet along The Embarcadero frontage. Allow increased building height along the Broadway frontage and in the interior of the site.

MASSING-- Build to the Sidewalk: Building(s) should extend to the sidewalk along The Embarcadero and Broadway for at least 75% of street frontage to emphasize the relationship to the bulkheads and the site's role as a gateway to Broadway.

Orientation



ENTRY: Orient primary uses and pedestrian entrances toward Broadway and The Embarcadero by providing a clear expression of pedestrian entrances. (e.g. recessed bays, awnings or other architectural treatment.)

Architectural Details



ARTICULATION: Use a variety of architectural treatments (e.g. pattern and spacing of windows, doors, color or other materials and detailing) to provide visually interesting street facades and complement the established neighborhood character.



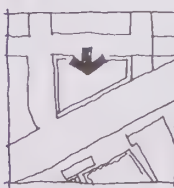
CHARACTER -- Embarcadero: Building facades facing The Embarcadero should reinforce the large scale of the street with bold forms, deep recessed building openings, and strong detailing.

TRANSPARENCY: Avoid blank ground floor walls by providing views into the ground floor of buildings.

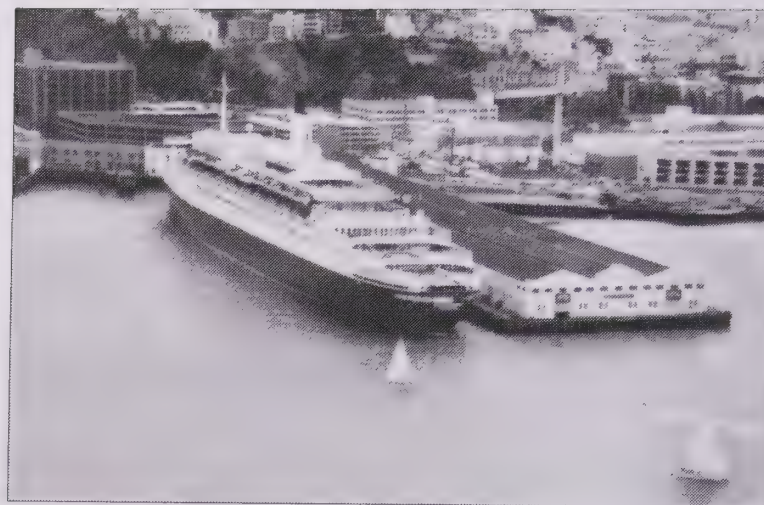


CHARACTER: Use materials, style, and detailing that complement the architectural character of the adjacent Northeast Waterfront Historic District.

Service



SERVICE: Avoid service, parking, and auto-court entries from The Embarcadero and Broadway.



Cruise Ship at Pier 35



Interior of Pier 35

Ferry Building Area

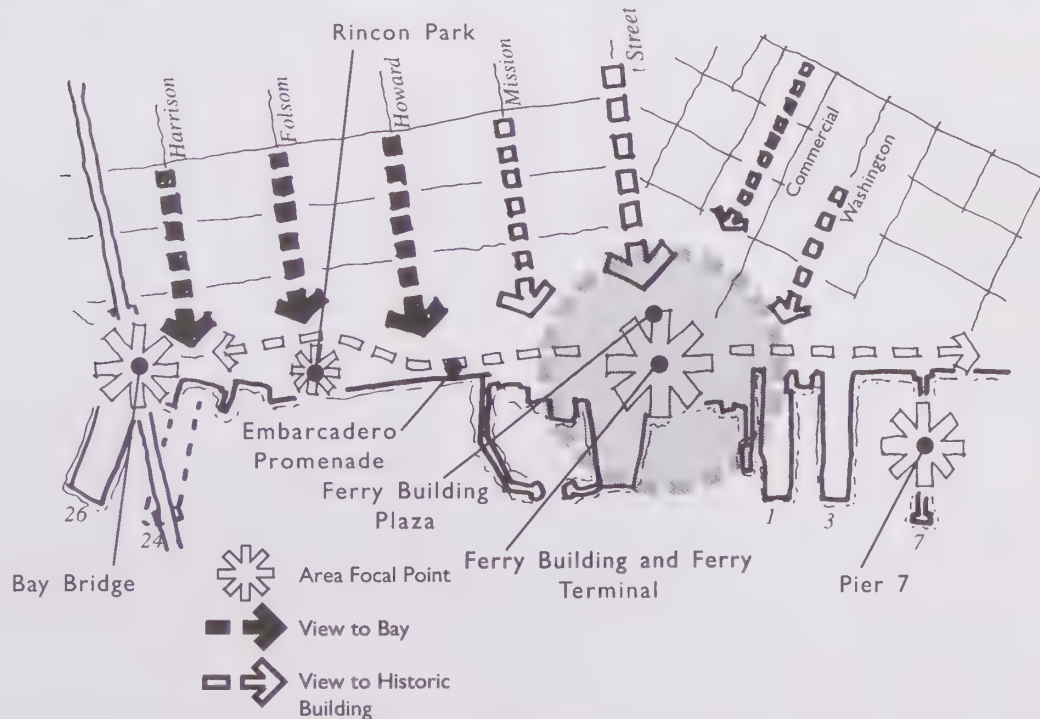
Character of the Area:

The Ferry Building area extends from the Pier 5 bulkhead building to the site of the future Rincon Park near Pier 22½. The focal point of this area and, indeed, the centerpiece of the waterfront is the historic Ferry Building. Piers 1 and 3 located north of the Ferry Building, are used for ferry and excursion boat support operations and storage, and interim parking. Maritime and general offices and a deli are housed in the historic bulkhead buildings which front these piers along The Embarcadero. Seawall Lot 351, across The Embarcadero from Pier 1, is currently used for a gas station. South of the Ferry Building, Pier 22½ is the site of the historic Fire Engine Station No. 9 and the Phoenix and Guardian fireboats.

The urban design character of this area derives from the historic Ferry, Agriculture and bulkhead buildings which line The Embarcadero. Together, these buildings provide a civic architectural character and mark the center of the waterfront and the beginning of Market Street. This area also contains some of the waterfront's most expansive and celebrated

Urban Design Features

- The Ferry Building is the civic focal point of the waterfront.
- Rincon Park will offer expansive Bay and Bridge views.
- Streets connect the waterfront to the City and provide views of water or historic buildings.
- Major open spaces are the proposed Ferry Building Plaza, Ferry Terminal and coordinated open space improvements in and near Justin Herman Plaza, and Rincon Park.
- Major City features are the Ferry Building, proposed Ferry Building Plaza, Rincon Park and Bay Bridge.



Ferry Building Area Highlights Map

views and opens spaces, including the 1800 foot long Embarcadero Promenade walkway south of the Agriculture Building, Justin Herman Plaza, and the Ferry Plaza on the waterside of The Embarcadero. These open spaces are used by office workers on a daily basis, by residents of the adjacent Golden Gateway, Telegraph Hill and South Beach neighborhoods, and by visitors for a variety of celebrations and ceremonies. From these open spaces, the public enjoys expansive views of the Bay and the Bay Bridge. The view of the Ferry Building clock can be seen from the top of Market Street, marking the intersection of Market and The Embarcadero, and the historic entry point to the City.

Waterfront Land Use Plan Objectives:

With the removal of the Embarcadero Freeway, the Ferry Building and its environs are re-emerging as a site of proud civic importance to the City. One of the highest priorities of the Waterfront Plan is restoring the Ferry Building to its historic role as a bustling transportation hub and elegant centerpiece of the San Francisco waterfront. Downtown workers and visitors will flock to the area's new public market, conference facilities, retail establishments and other public-oriented activities. On the

waterside, construction of the Downtown Ferry Terminal project will provide for expanding regional ferry service. The Embarcadero roadway will be replaced with a new grand boulevard and plaza in front of the Ferry Building. The City Recreation and Park Department and Redevelopment Agency plan to improve Justin Herman Park and City Lots 202 and 203 north of the Embarcadero Center. The proposed Rincon Park includes a planned single story restaurant south of the Folsom Street view corridor.



Ferry passing below the Bay Bridge

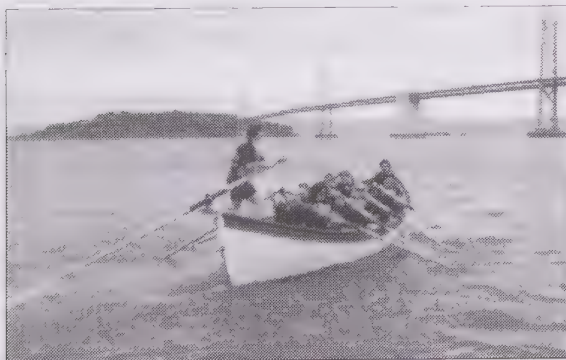
Summary of Design & Access Objectives:

The objectives for this area call for construction of the Ferry Building Plaza on the City side of the Ferry Building, construction of Rincon Park, completion of a continuous accessible waterfront edge from Pier 22½ through the south edge of Pier 1 (except where precluded by maritime operations), public access atop the proposed Ferry Terminal breakwaters, and improvements to activate the edge of the Ferry and Ferry Building Plazas. The design of Ferry Building open spaces should reflect the civic character of the area which already is established by the Ferry, Agriculture, and bulkhead buildings and provide connections to open water areas.

In addition, the objectives include preservation and reuse of historic resources. The Ferry Building, Agriculture Building, and Pier 1-5 bulkhead buildings will be preserved consistent with the Secretary of the Interior's Standards. Pier 1 will be included in a further study to develop recommendations for pier preservation and reuse.



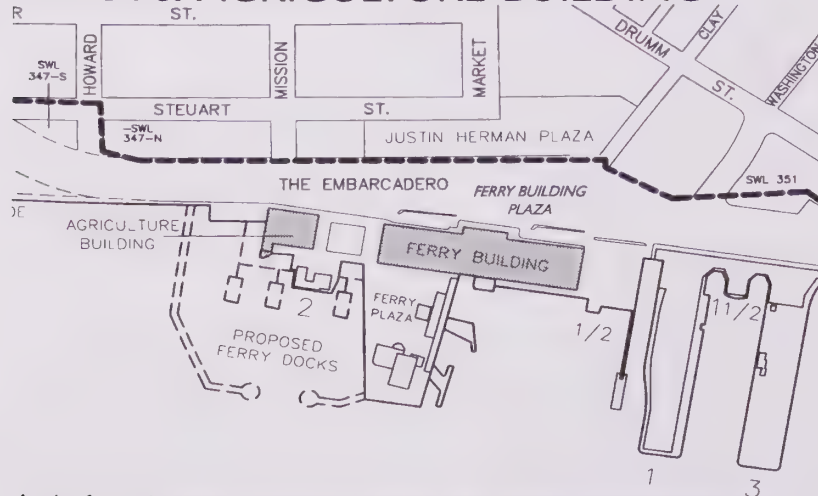
Embarcadero Promenade south of the Agriculture Building



Whale Boat team rowing near the Ferry Building

Design Criteria

FERRY BUILDING, FERRY BUILDING PLAZA & AGRICULTURE BUILDING



At the foot of Market Street, the landmark Ferry Building is considered the center of the San Francisco waterfront. The Ferry Building and Agriculture Building contain approximately 260,000 and 30,000 square feet of gross floor area respectively, and are both listed on the National Register of Historic Places. A new plaza is proposed in front of the Ferry Building as part of The Embarcadero Roadway improvements.

Site



HISTORIC PRESERVATION: Preserve, rehabilitate and adaptively reuse the Ferry Building and Agriculture Building consistent with The Secretary of the Interior's Standards for Rehabilitation.

VIEWS: Preserve views of the Ferry Building and Agriculture Building from Market and Mission Streets.

Site

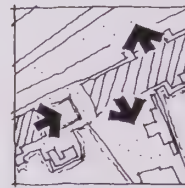


MASSING: The massing of any new structures should not detract from the character of the Ferry Building and its dominance in the area.

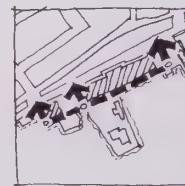


OPEN SPACE: Design the Ferry Building Plaza on the City side of the Ferry Building as a civic gathering area and forecourt to the Ferry Building.

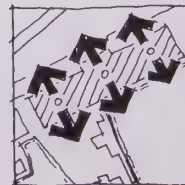
Orientation



EDGE -- Adjacent Spaces: Interior uses may spill-out onto and activate the surrounding open spaces.



EDGE--Waterside of Ferry Building: Provide continuous pedestrian public access on the waterside of the buildings while accommodating ferry and maritime operations.

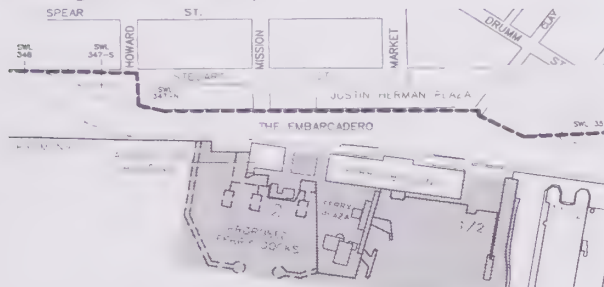


ORIENTATION - Access Through: Improve connections to the Bay by providing ground-floor pedestrian access through the Ferry Building.

Design Criteria

FERRY PLAZA

(Including areas next to and behind the Ferry and Agriculture Buildings and Pier 1/2)

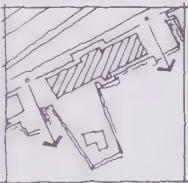


The Ferry Plaza and other open spaces areas around the Ferry Building provide wonderful opportunities to view ongoing ferry operations and the Bay.

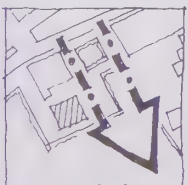
Site



MASSING: New Ferry Terminal structures should not detract from the character of the Ferry Building and its dominance in the area.



MASSING -- Ends of Ferry Building: Limit massing of new structures at the north and south ends of the Ferry Building to maintain views from The Embarcadero to the Bay. Locate water and boating uses as close to the Promenade as feasible in the Pier 1/2 area.



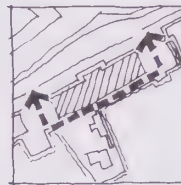
MASSING -- Between Ferry & Agriculture Buildings: Consider relocating the restaurant structure to enhance views from The Embarcadero or making architectural improvements to create a waterfront identity.

PIER SHAPE: Limit changes to pier shape, if any, to those which allow waterside public access improvements or accommodate ferry and maritime operations.

Orientation



ORIENTATION: Activate the Ferry Plaza by allowing surrounding commercial and other uses to spill out onto the Plaza provided they are compatible with ferry operations and the Plaza's function as a public space.



EDGE -- Waterside of the Ferry Building: Provide public access on the waterside of the Ferry Building (appropriately scaled to the Building) and on breakwaters throughout the Ferry Terminal area while also providing for ferry and excursion boat queuing.

Architectural Details



CHARACTER -- New Development: The architectural character of any new development should be compatible with the scale, proportions, materials, colors and rhythm of openings of adjacent historic structures.



CHARACTER -- Ferry Plaza: Use pavement surfacing to reinforce pedestrian uses as the dominant use, although areas may be shared with vehicle circulation.

PUBLIC IMPROVEMENTS: New railings and urban furniture should reflect the civic character of the Ferry Building.

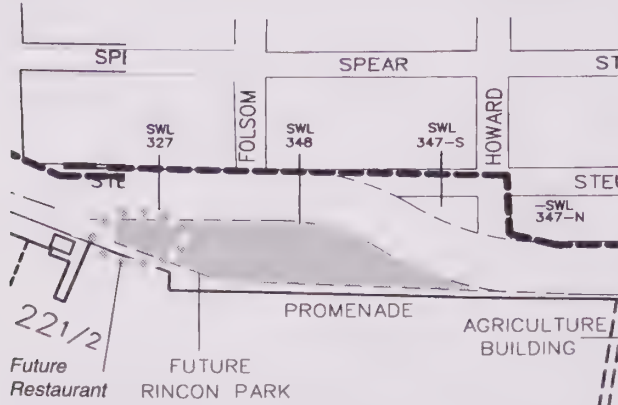
Service



TRASH ENCLOSURES: Locate trash facilities within structures.

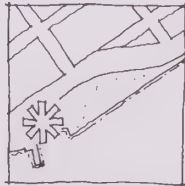
Design Criteria

RINCON PARK AND PROMENADE

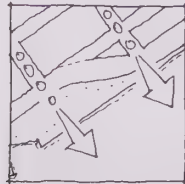


Rincon Park, a planned 2.70 acre landscaped open space, and the 1800 foot long pedestrian promenade south of the Agriculture Building, will provide expansive views of the Bay, Bay Bridge and City skyline. Rincon Park will include a one-story, 12,000 sq. ft. restaurant in the southern portion of the park. The new restaurant should define the architectural character and anchor the southern end of the park.

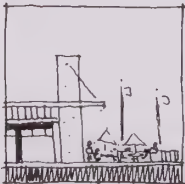
Site



SITE COVERAGE: To maximize views of the Bay, locate the restaurant south of the Folsom Street view corridor.

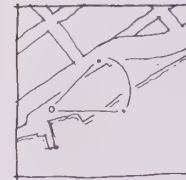


SITE COVERAGE -- Street Corridors: Preserve Bay views by keeping the Folsom and Howard Street view corridors free of floor-area structures.

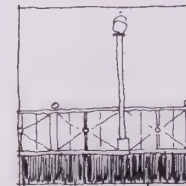


HEIGHT: Allow architectural embellishments on the restaurant building to exceed the 17' height limit.

Orientation



ORIENTATION -- Restaurant: Orient views from the restaurant north toward the Park and the Bay. Allow guest boat docking adjacent to the restaurant.

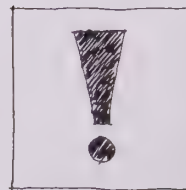


EDGE -- Promenade: To visually emphasize the length of the waterfront edge, include a regularly spaced series of architectural treatments, e.g. railing posts, light fixtures, or other street or park furnishings.

Architectural Details



CHARACTER -- Rincon Park: Minimize landscaping and structures (other than the restaurant) that would block views of the waterfront from The Embarcadero.



CHARACTER -- Restaurant: The restaurant building should be architecturally unique, provide a strong identity for the Park, and complement the Pier 22½ Fireboat Station.

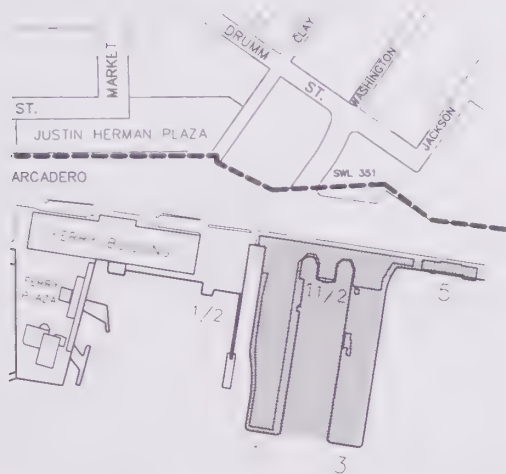
Service



SERVICE -- Restaurant: Provide service entry at the south end of the building. Use fences or other lockable enclosures to screen trash facilities from public view.

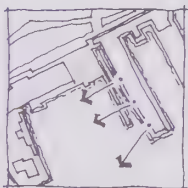
Design Criteria

PIERS 1-3 & PIER 1-5 BULKHEAD SITES



Piers 1 and 3 are located between the Ferry Building and the Pier 7 public access pier. Bulkhead structures 1, 1 1/2, 3, and 5 will be preserved to maintain the historic character of this area.

Site



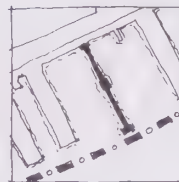
HISTORIC PRESERVATION: Preserve, rehabilitate and adaptively reuse Bulkhead Buildings 1-5, consistent with The Secretary of the Interior's Standards for Rehabilitation. Evaluate Pier 1 in a comprehensive pier preservation study to develop recommendations for which historic piers and sheds should be preserved as units with their bulkheads and adaptively reused.

OPEN SPACE -- South Edge of Pier 1: If compatible with maritime operations, new development should provide public access along the south edge of Pier 1 which connects with the Embarcadero Promenade.

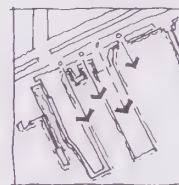
Site -- Continued



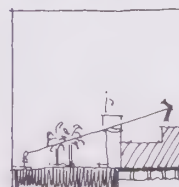
PIER SHAPE -- Limits: If pier reconfiguration is proposed for non-maritime uses, it will occur within the boundaries of the north edge of Pier 3, east edge of Piers 1 and 3, and south edge of Pier 1, and will be limited to the existing 245,000 square feet of pier area. Additional pier area may be allowed if an equal amount of pier area is removed elsewhere.



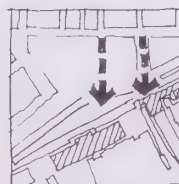
PIER SHAPE: Maintain Pier 7, to the north, as the dominant pier form. Piers 1 and 3, if reconfigured, should maintain a simple form and continue to be shorter than Pier 7.



MASSING -- Views Through: New development should include public access and/or views through or between bulkheads, where compatible with historic preservation and view objectives of this Element.



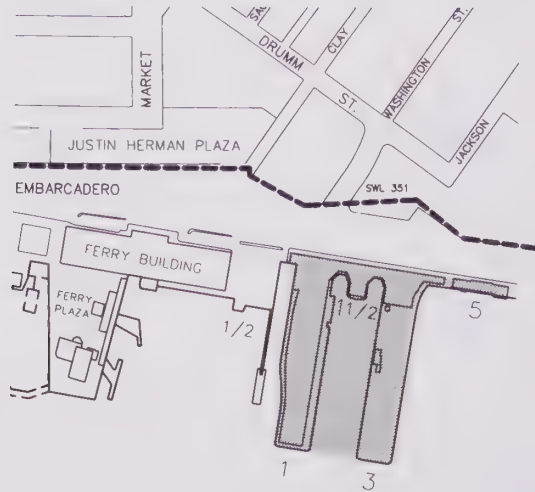
HEIGHT: At least 75% of the buildings on the pier should not exceed the height of adjacent bulkheads. Pier buildings taller than bulkheads should not be visible above the bulkhead cornice from the Embarcadero sidewalk immediately to the west.



VIEWS: Maintain views of the Ferry Building and Pier 1 bulkhead building from Clay and Washington Streets.

Design Criteria (Continued)

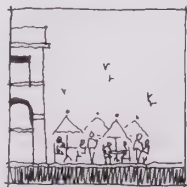
PIERS 1-3 & PIER 1-5 BULKHEAD BUILDINGS



Orientation

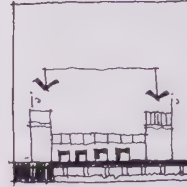


ENTRY -- Central Arch: Utilize arched entry for access to major pier or bulkhead uses.



ENTRY -- Bulkhead Sites: To activate marginal wharf areas, consider opening the sides of Pier 1 and 5 bulkhead building consistent with standards developed as part of the Port's historic preservation program.

Orientation



CHARACTER -- New Development: Where adaptive reuse is not feasible, design new development so as not to compete visually with historic bulkhead buildings. Locate strong architectural forms at an appropriate distance from historic bulkheads.



CHARACTER: Any new buildings in the area should incorporate design, materials, and colors which emphasize the dominance and civic character of the Ferry Building, while also complementing new uses.



CHARACTER -- Bulkhead Waterside: Improvements and openings on the waterside of the bulkhead buildings should have simple and regular forms, use materials compatible with pier improvements, and not detract from the character defining elements of historic building.



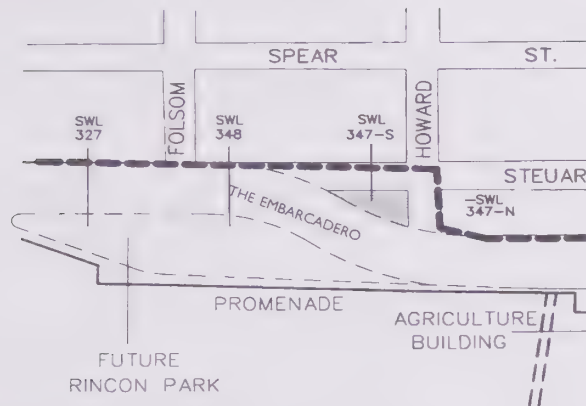
TRANSPARENCY: Maximize transparency of pier edges facing the Ferry Terminal and Pier 7 consistent with the architectural character of the pier shed.



COLOR: Use primarily light colors for bulkhead structures.

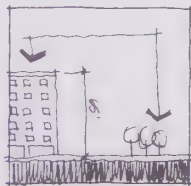
Design Criteria

SEAWALL LOT 347S



Seawall Lot 347S is an approximately 5,000 square foot seawall lot across from the future Rincon Park. New development on this seawall lot should reflect the character of the buildings immediately to the north and provide an edge to Rincon Park.

Site



MASSING & HEIGHT: Allow structures up to 65 feet high to create an edge along Rincon Park and to continue the form and massing of development along The Embarcadero between Mission and Howard streets.



SITE COVERAGE: Allow maximum site coverage.

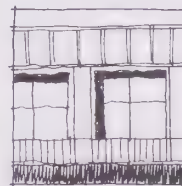
VIEWS: Maintain views of the Bay from Howard Street.

Orientation



ORIENTATION: Orient the building to both The Embarcadero and Steuart Street. Provide entrances to commercial uses from both streets if feasible.

Architectural Details



TRANSPARENCY: Avoid blank ground floor walls by providing views into the ground floor on all three street frontages.



CHARACTER: Use recessed openings, lower and upper cornices, and clear expression of floor levels to continue the form, character, and quality of development along The Embarcadero between Mission and Howard Streets.

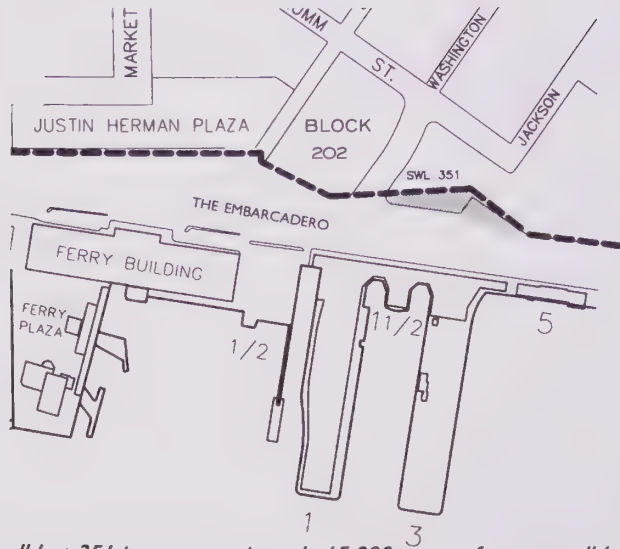
Service



SERVICE: Locate service and parking access on Steuart or Howard street.

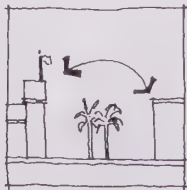
Design Criteria

SEAWALL LOT 351

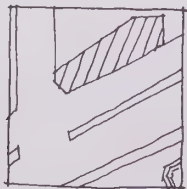


Seawall Lot 351 is an approximately 15,000 square foot seawall lot located north of Justin Herman Plaza and across The Embarcadero from the bulkhead buildings on Piers 1 and 3. A new building on this seawall lot should reflect the strong and bold forms of The Embarcadero.

Site

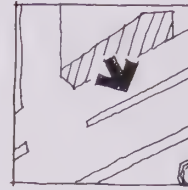


MASSING: To define the north edge of adjacent open space, new development should acknowledge the massing and street enclosure relationship with the bulkhead buildings across The Embarcadero (e.g. bold forms of similar height, constructed to the Embarcadero edge).



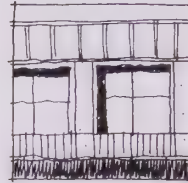
SITE COVERAGE: Allow maximum lot coverage.

Orientation



ORIENTATION: Primary uses and pedestrian entrances should face The Embarcadero.

Architectural Details

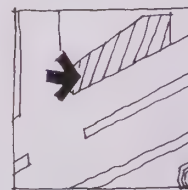


TRANSPARENCY: Avoid blank ground floor walls along The Embarcadero by providing views into the ground floor of buildings.



EMBARCADERO CHARACTER: Reinforce the large scale of The Embarcadero by using bold forms, deep recessed building openings, and strong detailing on building facades facing The Embarcadero.

Service



SERVICE: Avoid service and parking access from The Embarcadero.

South Beach Waterfront

Character of the Area:

The South Beach Waterfront extends from the Fireboat Station at Pier 22½ near Harrison Street to Pier 46B adjacent to the historic Third Street Bridge at China Basin. Piers in this area are used for a mix of maritime and other uses. The proposed ballpark at Pier 46B and adjacent inland parcels is also included in this area.

The bulkhead sites include three bulkhead buildings that were constructed in the early 1900's. The Pier 38 bulkhead building, a Mediterranean style building constructed in 1934, is eligible for the National Register of Historic Places. In addition, the Pier 26 and 28 Mission-Revival pier shed facades, constructed in 1912, are potentially eligible for the National Register. Most other bulkhead sites are undeveloped. The Port's seawall lots in the area are mostly developed with housing, or are used for parking or open space.

Urban Design Features

- Warehouses and the South Beach residential-commercial neighborhood establish the architectural character of the area.
- Major open spaces are the South Beach Park and proposed Brannan Street Wharf and open water area.
- Major City features are the Bay Bridge, South Beach Harbor, and planned ballpark.
- The bulkhead buildings at Piers 26, 28, and 38 are historic resources which will be retained and reused.
- The Francis "Lefty" O'Doul Third Street Bridge is a local landmark.



South Beach Waterfront Highlights Map

The architectural character of the South Beach waterfront is derived from a combination of existing warehouses that served the earlier industrial waterfront, and new residential and commercial developments. The older industrial warehouses generally occupy a quarter block or less, and are simple in form and detailing. The new residential and commercial buildings, which ultimately will contain over 2500 residences, are broken up into smaller sections by changes in massing, detailing and color. These complexes range from five stories or less on Port property, to 10 stories on sites immediately inland of the seawall lots. The extension of MUNI Metro light rail service along The Embarcadero, and the South Beach Harbor and Park provide attractive amenities for this new neighborhood.

Views of the Bay, Bay Bridge and Downtown can be enjoyed from many locations in South Beach. Most street corridors in the area have interesting views of the bulkhead buildings or the Bay. South Beach Park serves as a green space where The Embarcadero roadway and King Street meet.

Waterfront Land Use Plan Objectives:

The Waterfront Plan promotes a broad range of public-oriented activities on piers to enliven the waterfront, attract visitors from Downtown and the rest of the City, and serve the area's burgeoning resident population. New activities on inland sites should incorporate local-serving businesses to help provide a transition, where necessary, between larger-scale waterside attractions and residents.

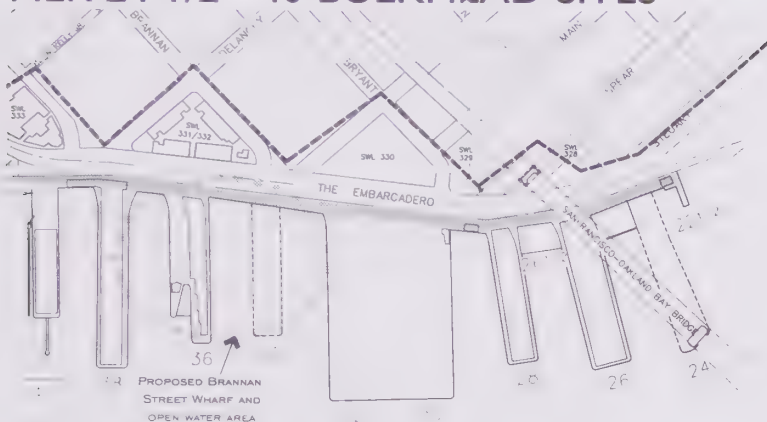
This subarea includes the planned Giants ballpark on Pier 46B, adjacent seawall lots and inland property pursuant to voter approval of Proposition B in 1996. The ballpark will create a major attraction in the area and stimulate the development of waterfront improvements on nearby sites as envisioned in the Waterfront Plan. Such improvements will bring people to the waterfront to enjoy ballgames, commercial recreation activities and expanded public access, and create opportunities to expand ferry service for use by ballpark patrons, residents, visitors and employees of South Beach, Mission Bay and other nearby neighborhoods. A ferry dock also could be used for future water taxi service to other points along the waterfront.

Summary of Design and Access Objectives:

The Design and Access Element calls for removal of Piers 34 and 36 to create a new "Brannan Street Wharf" and open water area extending along the Embarcadero Promenade at the foot of Brannan Street for a minimum of 600 feet. This major new public open space, and the expansion of South Beach Park, will serve the South Beach neighborhood as well as visitors to the proposed ballpark and other new activities. In addition, the ballpark project includes the creation of a PortWalk pedestrian walkway along China Basin Channel between the expanded South Beach Park and the Third Street Bridge. Other design objectives for the area call for preserving the Pier 22 1/2 Fireboat House consistent with Secretary of Interior's Standards, and retaining the Pier 38 bulkhead building and Piers 26 and 28 bulkhead facades. Pier 24 will be removed and Pier 38 will be included in a further study to develop recommendations for pier preservation and reuse. New development on bulkhead sites, which is encouraged to reinforce the edge of The Embarcadero, and new public access on piers will be designed to complement adjacent public open spaces at Rincon Park, Brannan Street Wharf and South Beach Park, and to maintain key views from Beale, Harrison, Bryant, Brannan, Townsend, King and Second Streets.

Design Criteria

PIER 24 1/2 - 40 BULKHEAD SITES

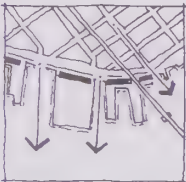


The bulkhead sites are the areas along the seawall between the water and the Embarcadero Promenade. New development, where allowed, should reinforce the edge of The Embarcadero and frame major open spaces.

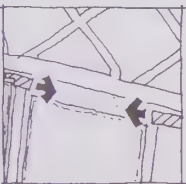
Site



HISTORIC PRESERVATION: Retain and reuse the Pier 38 Bulkhead building and the Pier 26 and 28 bulkhead facades. Develop guidelines for rehabilitation of these historic resources.



MASSING --Views: Preserve Bay views from Harrison Street; between Piers 28 and 30; and between Piers 32 and 38 to provide a contrast with the built edge of The Embarcadero.



MASSING --Adjacent to Brannan Street Wharf and Open Water area: Frame the future Brannan Street Wharf open space with strong building forms on adjacent bulkhead sites.

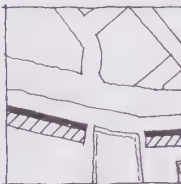
Orientation



ENTRY -- Central Arch: In existing bulkhead buildings, utilize arched entry for access to major pier or bulkhead uses if feasible. In new bulkhead developments, consider use of an over-sized central entrance for main uses.



ENTRY -- Bulkhead Sides: To activate marginal wharf areas, consider opening the side of existing bulkhead buildings using a scale, size, and detailing consistent with the historic status of structures.



EDGE -- Embarcadero: New structures should be located to form an edge to the Embarcadero Promenade, and should reinforce the large scale of the street with bold forms, deep recessed openings, and strong detailing.

Architectural Details



CHARACTER -- Historic: Modifications to the Pier 26, 28 and 38 bulkhead buildings should preserve the historic character defining elements of historic buildings, as consistent with rehabilitation guidelines (to be developed.)



CHARACTER -- Waterside: Allow improvements and openings on the waterside of bulkhead buildings which do not detract from the character defining elements of the historic buildings, and which have simple and regular forms. Use materials compatible with pier improvements as consistent with rehabilitation guidelines (to be developed.).

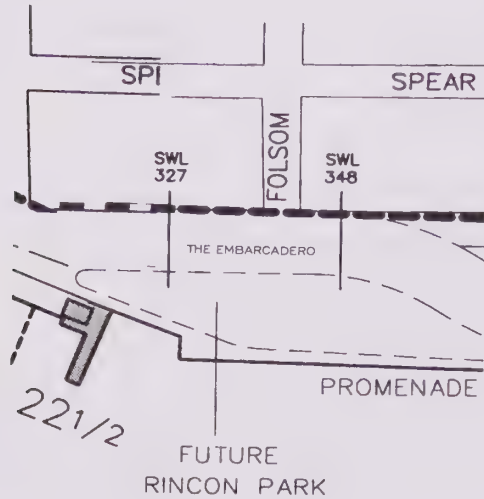


TRANSPARENCY--Embarcadero: Maximize transparency along The Embarcadero consistent with the architectural character of the bulkheads.

COLOR: Structures should be primarily light in color.

Design Criteria

PIER 22 1/2

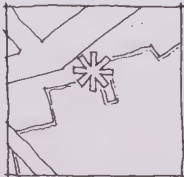


The Pier 22 1/2 Fire Boat House, the Port's fireboat facility, is considered potentially eligible for listing on the National Register of Historic Places.

Site

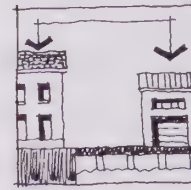


HISTORIC PRESERVATION: Preserve and reuse the Pier 22 1/2 Fire Boat House consistent with The Secretary of the Interior's Standards for Rehabilitation.



MASSING: The massing of any new ancillary structures on the pier should be lower and narrower than the Pier 22 1/2 Bulkhead Building to maintain that building's dominance in the area.

Architectural Details

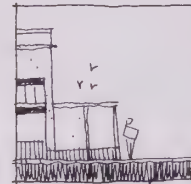


CHARACTER: Ancillary structures should be compatible with the scale, proportions and materials of the historic pier.



COLOR: Use primarily light colors for bulkhead structure.

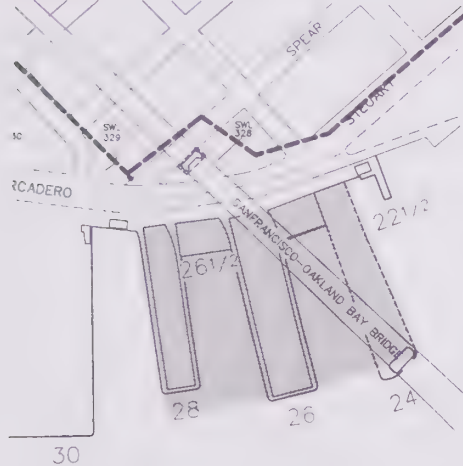
Service



SERVICE: Locate service and trash facilities within enclosed structures if feasible, or screen from public view with fences or other lockable enclosures.

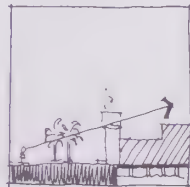
Design Criteria

PIERS 24 - 28



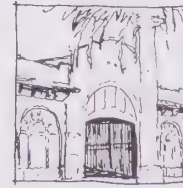
New development on Piers 26 and 28, located directly below the Bay Bridge and adjacent to Rincon Park, will include the removal of Pier 24 and possible changes to the shapes of the piers.

Site



HEIGHT: Any new pier buildings behind the Pier 26 and 28 bulkhead facades should not be visible above the bulkhead cornice from the adjacent Embarcadero sidewalk to the west.

Site (continued)



HISTORIC PRESERVATION: Evaluate Pier 26 and Pier 28 in a comprehensive pier preservation study to develop recommendations for which historic piers and sheds should be preserved with their bulkheads and adaptively re-used.



PIER REMOVAL: Remove Pier 24.



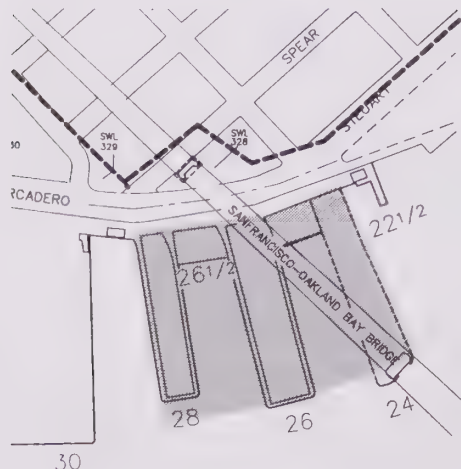
PIER SHAPE: If pier reconfiguration is allowed, pier shape changes for non-maritime uses will be limited to an area bounded by the northern edge of Pier 24, an eastern boundary aligned with the end of Pier 26, and the southern edge of Pier 28, except for the following: a 25,000 square foot area at the end of Pier 24 to separate the pier from the Bay Bridge abutment, a

61,000 square foot area at the end of Pier 28 to create open water between Piers 28 and 30-32. Exceptions to the pier perimeter boundaries are permitted to accommodate maritime operations. Pier area within the pier perimeter boundaries is limited to the 332,000 square feet currently existing in Pier 26 and 28 and associated bulkhead connector buildings; any additional pier area will require removal of an equal amount of fill elsewhere.

Design Criteria

PIERS 24 - 28

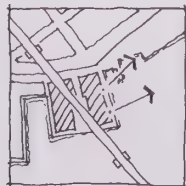
(Continued)



Orientation

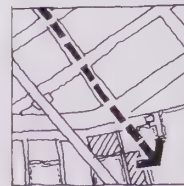


ORIENTATION -- Street Grid: Maintain the unique juxtaposition of the piers with the City street grid by continuing the perpendicular alignment of the piers to the seawall (not parallel to City street grid or Bay Bridge).



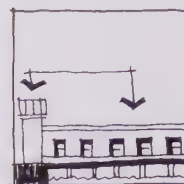
EDGE--View of Downtown: New development should create an accessible edge along the north side of Pier 26 (or reconfigured pier) that includes a destination point for enjoying views back to the City.

Orientation (continued)



SITE COVERAGE -- Harrison Street: Preserve views from Harrison Street by providing public access or otherwise keeping the view corridor on the pier (if reconfigured) free of structures.

Architectural Details



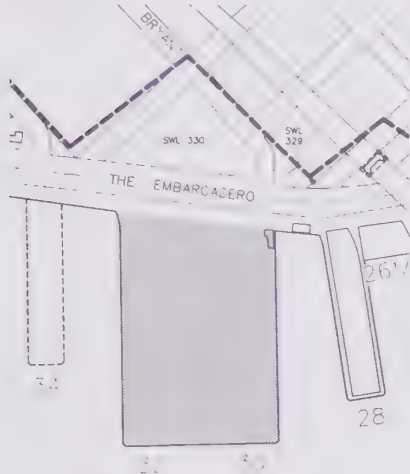
CHARACTER--New Development: Where adaptive reuse is not feasible, design new development so that it doesn't visually compete with historic bulkhead buildings. Locate strong architectural forms at an appropriate distance from historic bulkheads.



PUBLIC EDGE: Design the architectural treatment of public access edge improvements along the north edge of Pier 26 (or reconfigured pier), in a manner which continues the character of the Promenade edge along Rincon Park.

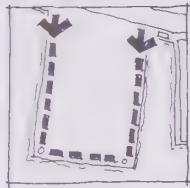
Design Criteria

PIER 30 - 32



This 11 acre pier, with views of the adjacent Bay Bridge and future Brannan Street Wharf, is a prime site identified in the Waterfront Plan for a new maritime-mixed use project. Given the prominence of this site, any new development project should incorporate an architectural design which emphasizes its waterfront setting.

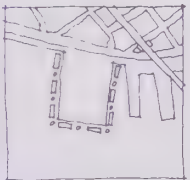
Site



SITE COVERAGE: Create publicly accessible edges and circulation system along the pier perimeter where compatible with maritime uses. Consider creating publicly accessible spaces in the interior of the pier, with access to the Bay. Provide destination points with excellent views of the Bay Bridge and Brannan Street Wharf.



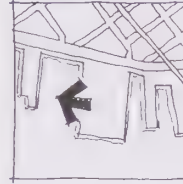
MASSING: Design building massings to allow views from the pier interior to the waterfront.



VIEWS: Create a new view of architecture with a waterfront identity at the terminus of Brannan Street. Maintain views to the extent feasible across the Bay and to the Bay Bridge.

PIER SHAPE: Prohibit pier shape or pier area changes which exceed the current pier footprint or area, unless necessary to accommodate maritime uses on the pier.

Orientation



EDGE: Orient public and commercial uses towards open water area south of the Pier.

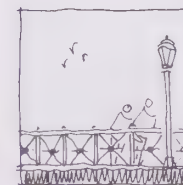


EDGE -- Pier Length: To visually emphasize the length of the pier, include a regularly spaced series of architectural treatments (e.g. doors, windows, railing posts, light fixtures, or other pier edge improvements).

Architectural Details

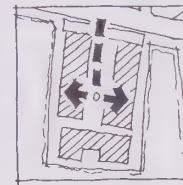


TRANSPARENCY: Maximize transparency of uses along all pier edges to enhance enjoyment of the public edge and to expose interior uses to the water.



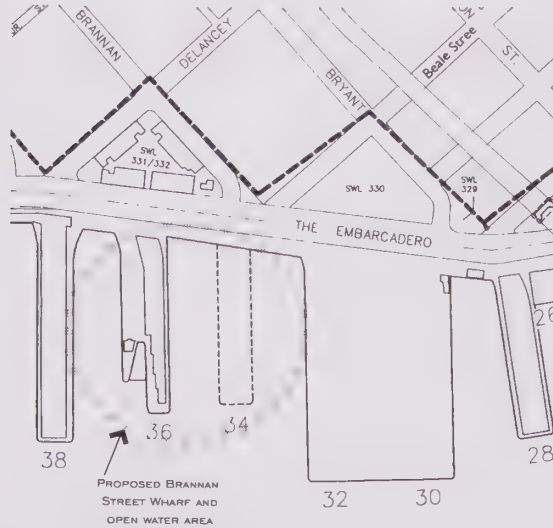
PUBLIC EDGE: The architectural treatment of public access edge improvements along the south edge of Pier 30-32 should be similar to improvements along the Brannan Street Wharf.

Service



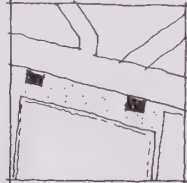
SERVICE: Provide service to pier uses from the interior of the pier if feasible.

BRANNAN STREET WHARF (Open Space between Piers 32 to 38)



The Brannan Street Wharf will be a major new waterfront open space at the terminus of Brannan Street in the center of the South Beach neighborhood. The open space will extend along the Embarcadero Promenade and out over the water. The precise layout and design will be developed in coordination with the community and will require removal of Piers 34 and 36.

Site

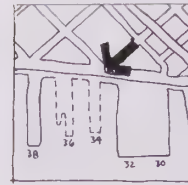


SITE COVERAGE: Provide a public plaza fronting on at least 600 feet of The Embarcadero. Work with residents and businesses in the area to determine plaza design and improvements, and any allowances for accessory uses which promote use of the open space (e.g. snack sales, recreational equipment rentals).



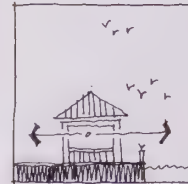
OPEN WATER: Maintain net new open water created by removal of Piers 34 and 36 and creation of the Brannan Street Wharf open space. Allow maritime berthing and activities in the water along the adjacent piers, but not in the open water between them.

Site (continued)



VIEWS: Create views of the Bay from Beale Street by removing Piers 34 and 36.

Orientation

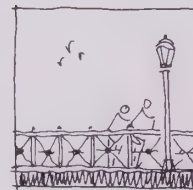


SITE COVERAGE: Orient any new structures to both the Bay and The Embarcadero.

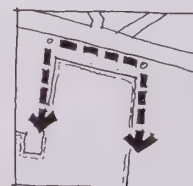


EDGE: Use architectural features to acknowledge the location of the seawall, and the distinction between being over land and being over water.

Architectural Details



CHARACTER: Distinguish the public open space improvements from adjacent private development.



PUBLIC EDGE: Extend and coordinate treatment of edge improvements to emphasize access to public areas on adjacent piers.

Design Criteria

PIERS 38 - 40



The Pier 38 bulkhead building, an historic resource determined eligible for the National Register, will be retained and could be included in a project on Pier 40 which complements the South Beach Harbor.

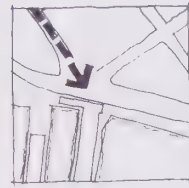
Site



HISTORIC PRESERVATION: Evaluate Pier 38 in a comprehensive pier preservation study to develop recommendations for which historic piers and sheds should be preserved as units with their bulkheads and adaptively reused.

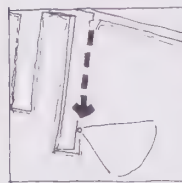
PIER SHAPE: If pier reconfiguration is approved for non-maritime uses, it will be within the boundaries of the north and east edges of Pier 38, and the south edge of Pier 40. Exceptions to the pier perimeter boundaries are allowed to accommodate maritime operations. Pier area within the pier perimeter boundaries is limited to the 297,000 square feet currently existing; any additional pier area will require removal of an equal amount of fill elsewhere.

Site (continued)



VIEWS: Maintain views of the Pier 38 bulkhead building from Townsend Street. Create views of new architecture with a waterfront identity at the terminus of King Street.

Orientation



EDGE: Create an accessible public edge along the north side of Pier 38 that includes a destination point for enjoying views of the Bay Bridge, the City and Brannan Street Wharf.

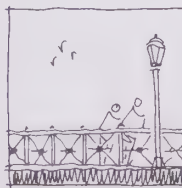
Architectural Details



CHARACTER -- New Development: Where adaptive reuse of the Pier 38 piershed is not feasible, design new development so as not to compete visually with the historic bulkhead building. Locate strong architectural forms at an appropriate distance from the historic bulkheads.

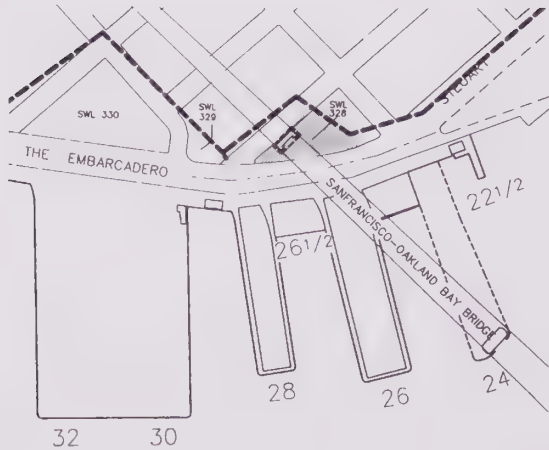


TRANSPARENCY: Maximize transparency of pier uses facing north towards Brannan Street Wharf and south towards South Beach Harbor, where compatible with maritime uses and consistent with the architectural character of the pier shed.



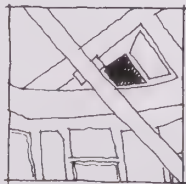
PUBLIC EDGE: The architectural treatment of public access edge improvements along the north edge of Pier 38 should be similar to improvements along the Brannan Street Wharf.

Design Criteria SEAWALL LOT 328



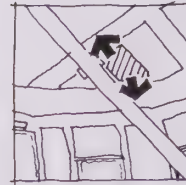
A 28,000 square foot seawall lot located at the foot of the Bay Bridge abutment, with frontage on The Embarcadero and Spear Street.

Site



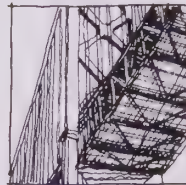
SITE COVERAGE: Any new structures should be located north of the Bridge abutment to maintain full view of the Bay Bridge abutment from Spear Street.

Orientation

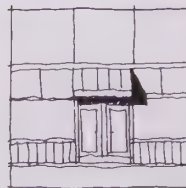


ORIENTATION: Orient any new building to both The Embarcadero and Spear Street.

Architectural Details

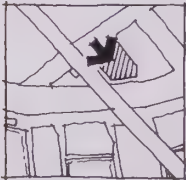


CHARACTER: Use massing and facade treatments, such as bold forms, deep recessed building openings, and strong detailing to relate to the Bay Bridge and reinforce the large scale of The Embarcadero.



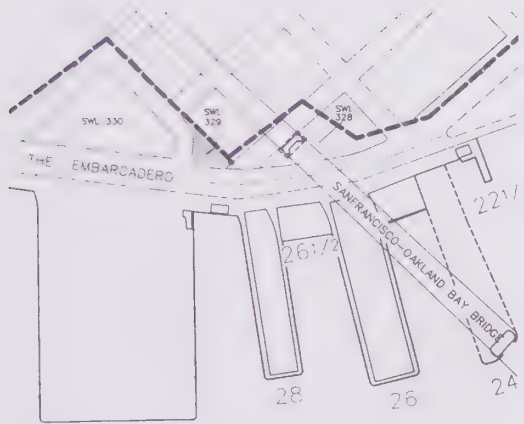
TRANSPARENCY: Avoid blank ground floor walls along The Embarcadero and Spear Street by providing views into the ground floor wherever feasible.

Service



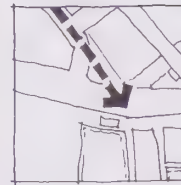
SERVICE: Provide service and parking access from Spear Street.

Design Criteria SEAWALL LOT 329



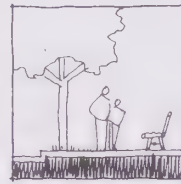
Seawall Lot 329, a 9,000 square foot open space, was created as part of the adjacent "Portside" residential development. It is intended to serve as a visual forecourt to the waterfront from Bryant Street and to provide an outside seating area for the ground floor restaurant which will be included in the development.

Site



SITE COVERAGE: To maintain a view of waterfront buildings from Bryant Street, allow only minor structures to service the outdoor dining area.

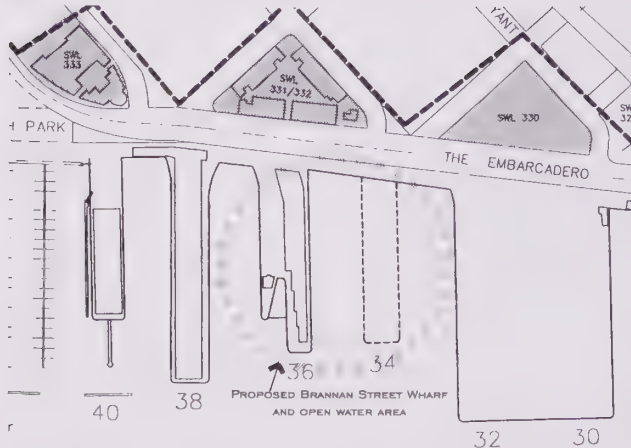
Architectural Details



CHARACTER: Design open space improvements to maintain the public character of the space while also allowing a portion of the area to be used for outdoor dining.

Design Criteria

SEAWALL LOT 330



Development on Seawall Lot 330 should reflect the character of the neighborhood and provide a strong edge to The Embarcadero.

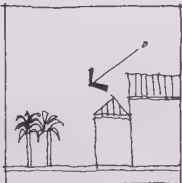
Site



MASSING -- City Scale: Limit apparent building mass to proportions common to the adjacent South Beach or Rincon Hill residential areas.

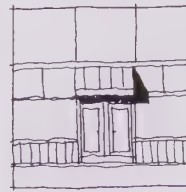


MASSING: Any required residential open space should be located within project interior.



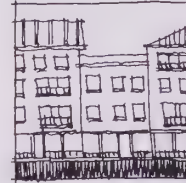
HEIGHT: Step building height down to 55' along The Embarcadero edge.

Orientation



ENTRY: Orient primary uses and pedestrian entrances toward The Embarcadero with a clear expression of pedestrian entrances (e.g. recessed bays, awnings or other architectural treatment).

Architectural Details



ARTICULATION: Use a variety of architectural treatments (e.g. pattern and spacing of windows, doors, color or other materials and detailing) to provide visually interesting street facades and complement the established neighborhood character.



ARTICULATION -- Accent At Corners: Differentiate the corners of buildings that face the Brannan Street Wharf (e.g. change in height, setback, character, materials or color).



CHARACTER: Use bold forms, deep recessed building openings, and strong detailing on building facades facing The Embarcadero to reinforce the large scale of the street.



TRANSPARENCY: Avoid blank ground floor walls by providing views into the ground floor of buildings.

Service



SERVICE: Avoid service, parking, and auto-court entries from The Embarcadero.

Design Criteria

SOUTH BEACH PARK & PROPOSED BALLPARK (Seawall Lots 334, 335, & 336, and Caltrans site on Assessor's Block 3794)



A new ballpark is planned for sites adjacent to China Basin Channel and the South Beach Harbor. The ballpark will include a PortWalk pedestrian walkway along China Basin Channel. Other planned improvements in the area include the expansion of South Beach Park to the eastern edge of the ballpark, and new ferry service to serve ballpark and other visitors to the South Beach area.

Site



SITE: Create a public access edge along the full length of China Basin Channel, adjacent to the proposed ballpark. Provide visual and physical connections via the Embarcadero Promenade between South Beach Park and the Brannan Street Wharf.



SITE: Raised areas of South Beach Park should be terraced to maximize usable park space and to provide expansive views of South Beach Harbor and the Bay from The Embarcadero and King Street.

VIEWS: Include design treatments which convey a waterfront identity, as viewed at the terminus of Second Street.

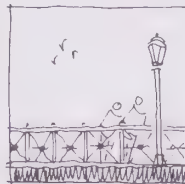
Orientation



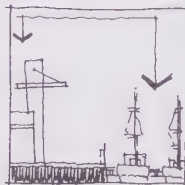
EDGE -- Promenade Extension: Provide a continuous, publicly accessible Port Walk extending from South Beach Harbor along China Basin Channel to the landmark Third Street Bridge. The character of the Portwalk should be similar to the Embarcadero Promenade, with adequate width to accommodate ballpark visitors.

ORIENTATION -- Ballpark Views: Orient ballpark siting and design to take full advantage of views of the Bay, the waterfront, and the Bay Bridge.

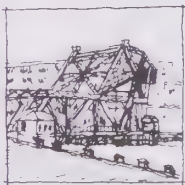
Architectural Details



CHARACTER -- Public Identity of Park: To maintain the public identity of South Beach Park, the character of improvements within the Park should be distinct from the adjacent ballpark or Pier 40 development.



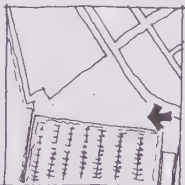
CHARACTER -- Harbor & Park: Structures within the park that serve the South Beach Harbor may have an architectural relationship with harbor improvements.



CHARACTER -- Third Street Bridge: The design of new development should complement the Third Street Bridge, a City landmark.

LIGHTING & SECURITY -- Park and Port Walk: Maintain clear sightlines and utilize lighting to enhance access to the Port Walk and South Beach Park at night.

Service



SERVICE -- In Park Area: Avoid use of the park for service access to adjacent uses.



Lunch on the Embarcadero Promenade at the South Beach Waterfront.



New residential development in the South Beach area.

Mission Bay Waterfront

Character of the Area:

The Mission Bay Waterfront extends from Pier 48 at China Basin Channel to 18th Street in the Central Basin. This area of the waterfront borders the 300+ acre Mission Bay area, the largest single redevelopment site in San Francisco. Two boat clubs, a public boat ramp, and maritime support activities are located south of Piers 48 and 50. Piers 48 and 50 are long-term reserve sites for cargo shipping uses. A residential house boat community and public access extend along the south edge of China Basin Channel.

Urban Design Features:

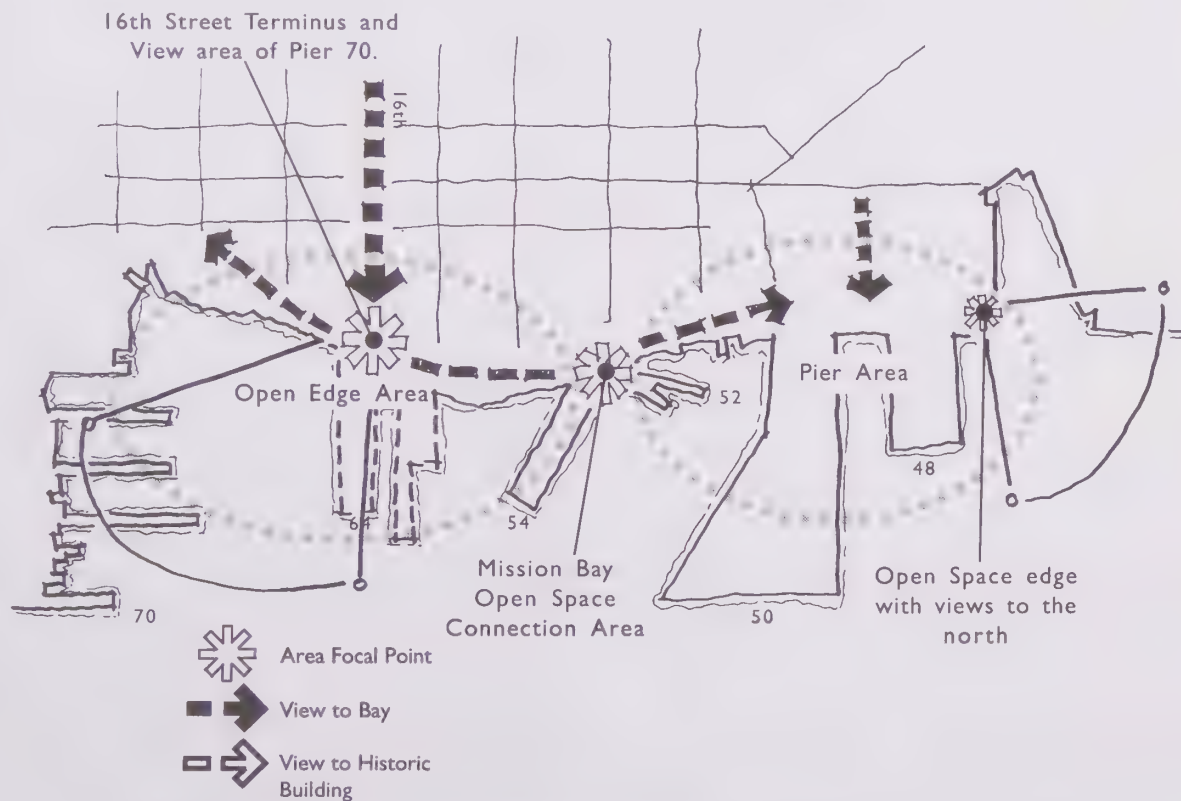
■ Two types of Waterfront

Frontage: piers and shoreline along the Bay from Pier 48 through Pier 54, an open edge south of Pier 54 and along the China Basin Channel.

■ Create a new waterfront walkway from the Third Street Bridge and extending along Terry Francois Boulevard with views to maritime activities.

■ Street views to provide connections to the City.

■ Coordinate new open spaces and other development with Mission Bay plans.



Mission Bay Waterfront Highlights Map

Bulkhead sites extend from Pier 48 through Pier 54. The Pier 48 piersheds and decorative facades are potentially eligible for listing on the National Register of Historic Places. Modern structures exist on bulkhead sites at Piers 50 and 54 and elsewhere along the seawall. Historically the area's seawall lots were used for industrial uses and rail lines which served the piers. Today industrial uses prevail.

Waterfront Land Use Plan Objectives:

Plans for Mission Bay were approved by the City and incorporated into the General Plan in 1990. The vision at the time included 8,500 residences, offices, retail, light industrial, 67 acres of parks, and a street grid derived from the adjoining neighborhoods. The development agreement for that project has since been terminated and superseded by a proposed plan which includes a mix of research and biotechnology activities, a new campus for U.C. San Francisco, housing, retail and open space. The revised plan boundaries exclude a Port site, Seawall Lot 337, which had been included in the earlier Mission Bay Plan.

The Waterfront Land Use Plan policies for this area assumed that Port sites included in the Mission Bay plan area would be developed with the uses approved in 1990. Port sites that were not included in that Mission Bay Plan, located east of Terry Francois Boulevard, are reserved to meet potential long-term cargo shipping needs (Piers 48, 50 and 54), and to provide opportunities for recreational boating and water use, limited retail and public access (Pier 52 south, except Pier 54). Because Seawall Lot 337 is now excluded from the proposed Mission Bay Plan, uses for this site will be reevaluated.

Summary of Design and Access Objectives:

The Mission Bay objectives recognize the need to continue to coordinate with ongoing planning for Mission Bay. The objectives call for redesigning Terry Francois Boulevard to better meet the circulation needs of the area's maritime operations and to provide a new waterfront walkway with views of the China Basin Channel and many maritime activities in the area. The edge of China Basin Channel would be reserved for public access. These public access improvements would contribute to the continuous waterfront walkway from Fisherman's Wharf to Pier 70, although they may be different in character than the Embarcadero Promenade. The walkway will connect to the landmark Third Street Bridge and provide maritime and open water views along the way. Between Pier 54 and 17th Street, the waterfront edge will remain substantially undeveloped to protect interesting views of the Pier 70 ship repair operations, with a potential destination open space at the end of 16th Street.

The objectives call for preserving and rehabilitating the existing Pier 48 bulkhead facade and sheds consistent with Secretary of Interior's Standards. New structures on bulkhead sites, between Piers 48 & 54 will be grouped together to emphasize the contrast between built and open areas and to balance exciting maritime views with new maritime development.

Any new pier developments will respect the needs of maritime operations and, where feasible, incorporate opportunities for public access and views of maritime activities.



Maritime uses along Piers 48 and 50

Design Criteria

CHINA BASIN CHANNEL

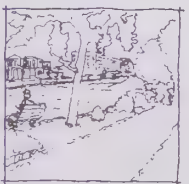


Along the south side of China Basin Channel west of Fourth Street, there is presently a 100 foot wide open space and roadway area (approximately 175,000 square feet total) within Port jurisdiction. Port property on the north side includes only the edge of the Channel. Improvements to the site should be coordinated with future plans to the adjacent Mission Bay area.

Site

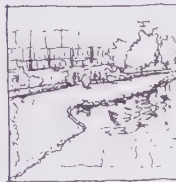


OPEN SPACE: Develop an approximately 100 foot wide open space on Port property along the south side of China Basin Channel from Sixth Street to the Bay.



MASSING: Maintain the south side of the Channel, west of Third Street as open space; any new structures should be compatible with and ancillary to this use.

Orientation

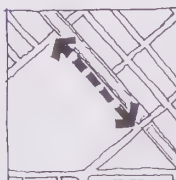


EDGE: Create or maintain access to the waterfront edge wherever feasible.

Architectural Details

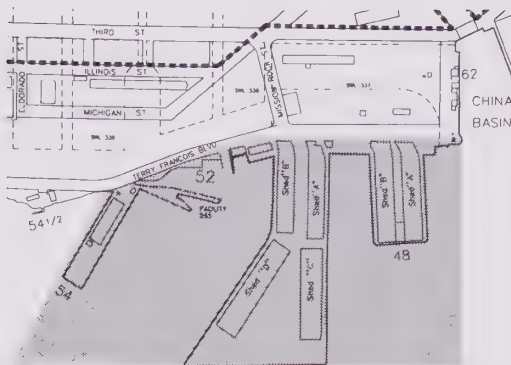


CHARACTER: Coordinate open space improvements throughout the area with those of adjacent development.



CHARACTER: Develop a consistent character of open space improvements along the south side of the Channel.

Design Criteria PIERS 48 - 54 And Bulkhead Sites

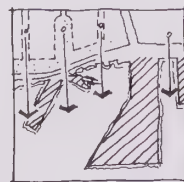


The Waterfront Plan reserves Piers 48, 50, and 54 over the long-term for potential cargo shipping and maritime-related uses. Interim uses are allowed. The area in between Pier 50 and 54 is designated for recreational boating and water use, with provisions for limited commercial uses.

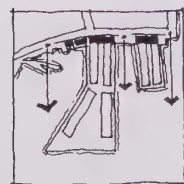
Site



HISTORIC PRESERVATION: Rehabilitate and adaptively reuse the historic Pier 48 bulkhead facades and pier sheds, consistent with The Secretary of the Interior's Standards for Rehabilitation.

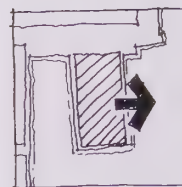


OPEN SPACE - Waterfront Walkway: New development or reconstruction of Terry Francois Boulevard should include a waterfront walkway along the east and north sides of the Boulevard that connects to the historic Third Street Bridge.



MASSING: Along Terry Francois Boulevard, group activities and structures together to emphasize the difference between built and open areas.

Orientation

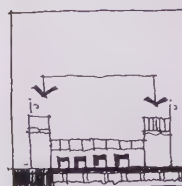


ORIENTATION -- Pier 48: Any required public access on Pier 48 should be located on the north edge of the pier to provide views of China Basin Channel and the Bay Bridge.

Architectural Details



CHARACTER - Pier 48 Bulkhead: Improvements to Pier 48 bulkhead structures should preserve the historic character defining elements of the structures.



CHARACTER -- Pier 48: Buildings near Pier 48 should be compatible and not compete visually with adjacent historic structures. Any strong architectural forms should be distanced from bulkheads. Character, materials, and color should complement historic structures.



CHARACTER -- Industrial: The materials, style and detailing of new bulkhead and pier improvements should reflect the industrial and maritime character typical of the area (e.g. bold forms, simple detailing, authentic materials).

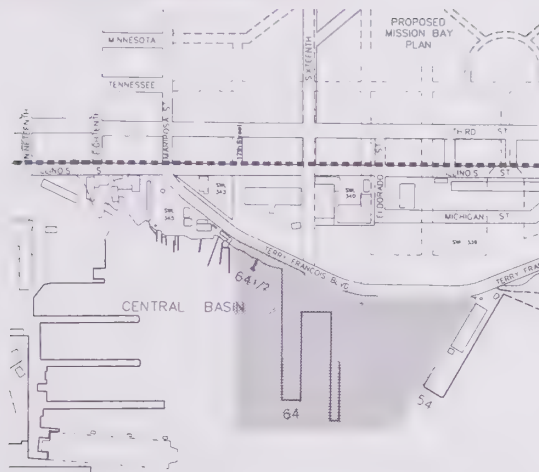


COLOR: Color of bulkhead structures should be primarily light in tone.

Design Criteria

PIERS 54½ - 64½

And Adjacent Bulkhead Sites



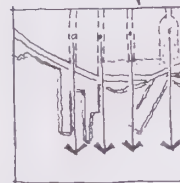
This area of the waterfront provides views of the Pier 70 shipyard and the potential to connect the waterfront to the City through the 16th Street corridor. Due to deteriorated condition, Pier 64 is no longer in use.

Site



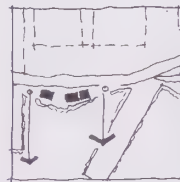
PUBLIC ACCESS -- 16th Street
Open Space: Remove dilapidated Pier 64 as funds become available. If feasible, develop a pier or waterfront open space at or adjacent to the terminus of 16th street, and connect it to the proposed linear open space running parallel to Terry Francois Boulevard.

Site (continued)



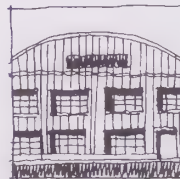
SITE COVERAGE -- Mission Bay

Views: Coordinate views and location of any new public access improvements with adjacent Mission Bay developments. Maximize views to Pier 70 shipyard wherever feasible.



MASSING -- Waterfront Edge: Allow groupings of small structures along the waterfront edge to emphasize the difference between built and open areas. Protect street view corridors.

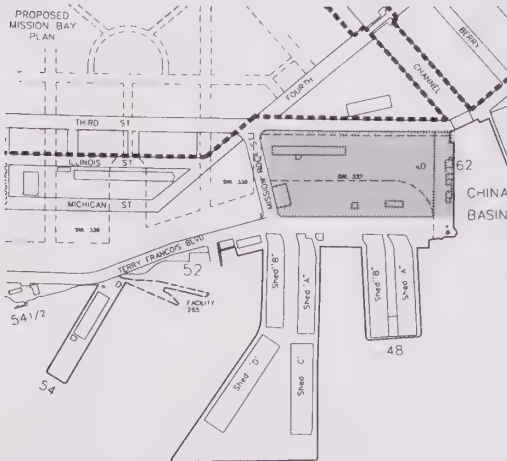
Architectural Details



CHARACTER: Materials, style, and detailing of building or public edge improvements should acknowledge the industrial, maritime uses of the Mission Bay Waterfront.

Design Criteria

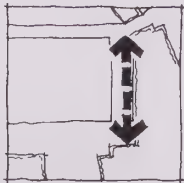
SEAWALL LOT 337



Six acres on the eastern side of Seawall Lot 337 are reserved to accommodate maritime support activities related to potential future cargo operations on adjacent Piers 48 and 50. The remaining western portion of the seawall lot was included in the Mission Bay Plan approved by the City in 1990. Since then, the Mission Bay Plan has been undergoing major revisions, including boundary changes which now exclude Seawall Lot 337 from the Plan area.

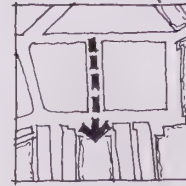
In light of these changes, uses for Seawall Lot 337 are being re-evaluated. Upon its review of this site, the Technical Advisory Committee for the Design and Access Element recommended creation of a major open space, which will be considered with other possible uses on the site. In the meantime, interim public access improvements along the Channel could be achieved without pre-empting decisions that may ultimately be made regarding Seawall Lot 337 as the planning process to revise the Mission Bay Plan continues.

Site



OPEN SPACE -- Interim Use: Interim improvements to the western portion of Seawall Lot 337 should include an approximately 100 foot wide public access open space along the south edge of China Basin Channel to accommodate waterfront circulation and to create an area to enjoy City views to the north.

Site (continued)



MASSING -- New View/Street: Any new streets, access routes, or development should recognize the existing scale of block sizes by establishing an east/west view and circulation corridor through the mid-portion of Seawall Lot 337.

Orientation



ORIENTATION -- To Streets: Primary building uses and entrances should be built and oriented to street edges.

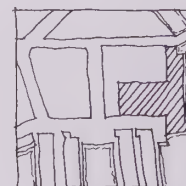
Architectural Details



CHARACTER -- Industrial: Buildings fronting Terry Francois Boulevard, should use materials, style and detailing that reflects the industrial character typical of the waterfront area (e.g. bold forms, simple detailing, authentic materials). Large buildings should use vertical and horizontal articulation and strong architectural detailing to reduce large scale.

TAC Recommendation For Seawall Lot 337

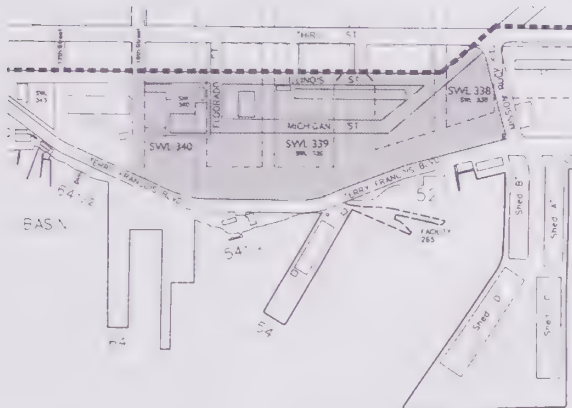
The following recommendation to locate a new China Basin Channel Open Space on this site was developed by the Technical Advisory Committee and will be considered during future planning efforts for the Mission Bay area.



OPEN SPACE -- Long-term Use: Create a major new open space on the north-east portion of the site that also includes the China Basin Channel edge.

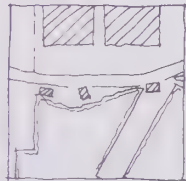
Design Criteria

SEAWALL LOTS 338, 339 & 340

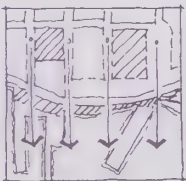


These three seawall lots are included in the Mission Bay Plan area. Maritime and public access improvements on Port property east of Terry Francois Boulevard will be coordinated with Mission Bay development.

Site



MASSING -- Open Space: Major new development in Mission Bay should be separated from the waterfront by open space west of Terry Francois Boulevard included in the Mission Bay Plan.



MASSING -- Street Views: Plan the location and creation of circulation and view corridors on east/west streets to coincide with new public access and viewing areas along the waterfront edge.

Orientation



ORIENTATION -- Streets: Primary building uses and entrances should be built and oriented to street edges.



EDGE: Building edges facing the waterfront should maintain a consistent built line, whether parallel to the street or the waterfront edge (setback variations of approximately 25' permitted).

Architectural Details



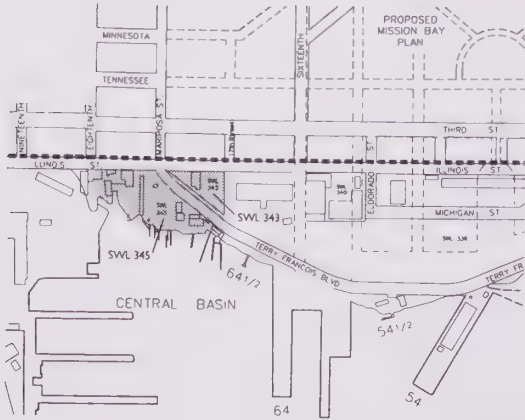
ARTICULATION: New development should be architecturally scaled and articulated based on type of use. Residential uses should include vertical changes in facade at a maximum of 50 foot intervals. Larger commercial or institutional uses should be scaled appropriate to use.



TRANSPARENCY: Avoid blank ground floor walls by providing views into the ground floor of buildings wherever feasible.

Design Criteria

SEAWALL LOTS 343 & 345

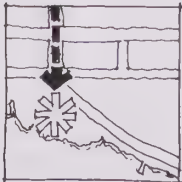


Seawall Lot 343 is included in the Mission Bay Plan area. Seawall Lot 345 is occupied primarily by recreational boating, other maritime and industrial uses, public access, and a restaurant.

Site



MASSING: Recognize the established neighborhood scale by limiting building mass to maximum 1/2 standard block size. Encourage multiple buildings per block.

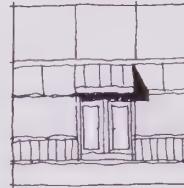


SITE COVERAGE -- Mariposa Street: New development on Seawall Lot 345 should acknowledge the terminus of the Mariposa Street corridor with an open Bay view or with architecture that provides a waterfront identity.



SITE COVERAGE: New development should include exterior service or pedestrian ways between building massings that are oriented toward the Bay.

Orientation



ORIENTATION: Primary commercial uses and entrances should face public streets.

Architectural Details



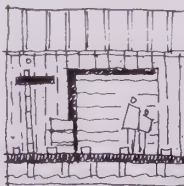
ARTICULATION: Provide vertical changes in street facades at a maximum of 50' intervals by varying storefronts, setbacks, breaks in building massings, color, or with architectural details such as columns, arches, structures or materials.



CHARACTER -- Industrial: Materials, style, and detailing should reflect the industrial character typical of the area (e.g. metal or masonry siding, simple detailing, industrial sash window frames, authentic materials).



TRANSPARENCY: Avoid blank ground walls by providing views into the ground floor of buildings wherever feasible.



PUBLIC EDGE: Edge improvements should consist of features and materials that serve the needs of the maritime uses (e.g. boat ramps, lifts, docking facilities). Benches, signage and other public access improvements should blend with industry features.

Pier 70 Waterfront

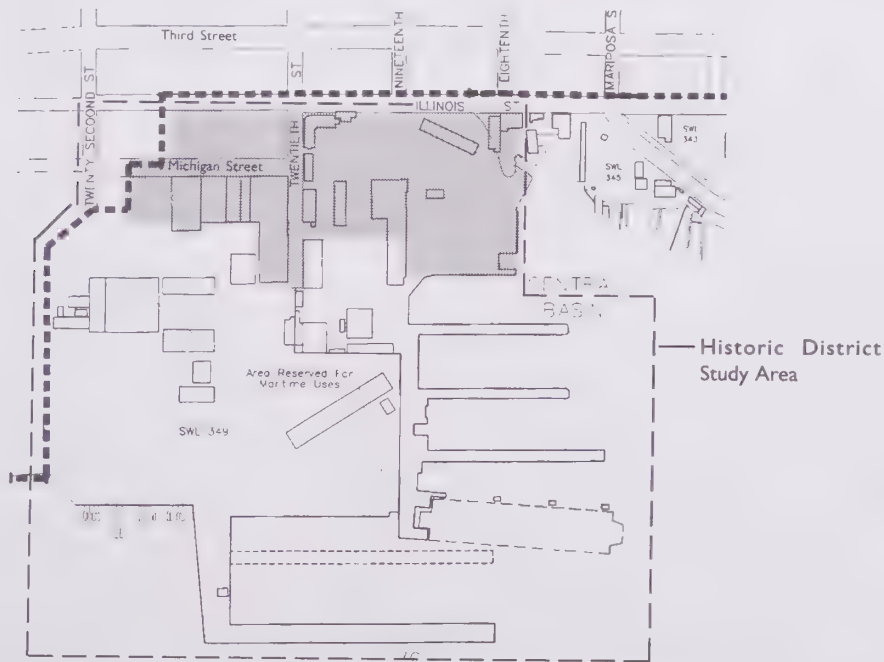
Character of the Area:

The area commonly known as "Pier 70" includes Pier 70, Pier 68, and part of Seawall Lot 349. The area addressed by this Element, most of which has been declared surplus to maritime uses, is shaded on the map below. San Francisco Drydock utilizes a small part of this area, as well as a substantial portion of the remaining unshaded area which is reserved for long-term maritime use.

The most significant waterfront views in the Pier 70 area are of the on-going ship construction and repair industry. Cargo and cruise ships at dry-dock, ship repair cranes, and other machinery are major visual points of interest. Pier 70 is the United States' oldest operating civilian shipyard. It contains important historic structures (constructed between 1886 and 1944) including warehouses, machine shops, office buildings, piers, and cranes associated with ship construction and repair. There are three primary building types: brick masonry, concrete, and metal. Metal buildings are the most common and brick masonry buildings are the oldest. Most of the buildings at Pier 70 do not meet current seismic standards and many would require substantial repairs to be useable.

Urban Design Features:

- Twentieth Street is the 'main street' of the area.
- The character of the area is defined by uses and structures of the historic Union Iron Works shipyard.
- A new walkway along Illinois Street will connect to Mission Bay to the north.



Pier 70 Waterfront Highlights Map

Waterfront Land Use Plan Objectives

The Waterfront Plan allows eighteen acres within the shaded area to be redeveloped for mixed-use development, provided that new uses are compatible with ongoing ship repair operations. The non-maritime activities are intended to facilitate revitalization of an area that survives as an example of San Francisco's earliest maritime activity and, in particular, to encourage preservation of four Union Iron Works buildings.

Summary of Design and Access Objectives

The objectives promote creation of new public access to the Bay through a shoreline area west of Pier 68, provided such access does not interfere with ship repair or related maritime activities. Access will be in the area of 18th Street, bayward from Illinois Street, if feasible with new development. Also proposed is the extension of the waterfront walkway from Terry Francois Boulevard to 20th Street, to connect the center of the Pier 70 area with Seawall Lot 345 and Mission Bay open spaces to the north.



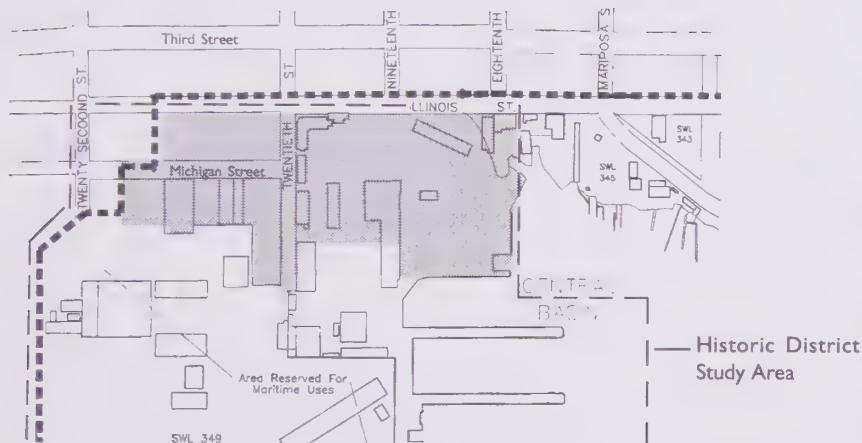
Ship repair in the Pier 70 area

Twentieth Street will be established as the “main street” of the Pier 70 area and Michigan Street will be kept open in front of a row of historic warehouses. New development will include public access, open space and circulation routes with views of maritime activities and, where feasible, physical connections to the Bay.

To protect the historic character of the area, the design objectives call for rehabilitation and adaptive reuse of the three Union Iron Works buildings along the north side of 20th Street (Buildings #101, 102, and 104) and, if feasible with its on-going maritime use, Pier 70's oldest building, the Union Iron Works Machine Shop (Building # 113-114) on the south side of 20th Street. Additional Pier 70 resources may be identified for preservation following further research and analysis of Pier 70's periods of historical significance and the feasibility of reusing individual buildings. Designation of a National Register Historic District will be considered.

Design Criteria

PIER 70



This area includes the portion of the greater Pier 70 area which abuts Illinois Street and is centered on 20th Street. There are several existing office and industrial buildings on the site, and other structures used for ship construction and repair. The Waterfront Land Use Plan allows a range of maritime and compatible non-maritime uses, but encourages non-maritime uses in historic buildings to finance costly rehabilitation.

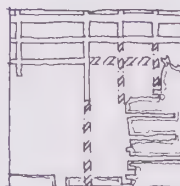
Site



HISTORIC PRESERVATION -- Union Iron Works Buildings: Rehabilitate and adaptively reuse Union Iron Works Buildings 101, 102, and 104, maintaining the character-defining historic building elements to the extent feasible. Seek funding to preserve Building 113-114, if feasible with on-going maritime use.



HISTORIC -- Resources Study: Research and document Pier 70's periods of historical significance to determine whether additional buildings and structures should be preserved in both the Mixed Use Opportunity Area and the Maritime Reserve Area designated in the Waterfront Plan. Consider designation of a National Register Historic District.



SITE COVERAGE -- City Street Grid: Where not in conflict with historic buildings or maritime activities, extend the City street pattern and acknowledge the terminus of street corridors with views of the Bay, historic buildings or architecture with a waterfront identity.

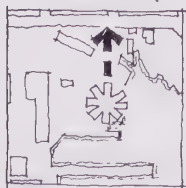


SITE COVERAGE -- Bay Connections: New development within the Pier 70 'connection area' should include exterior circulation or pedestrian ways between building massings, and, if feasible, connect inland portions of the site to the Bay.



MASSING: Recognize the established neighborhood scale by limiting building mass to maximum 1/2 standard block size and building heights to those of existing buildings. Encourage multiple buildings per block.

Site (continued)

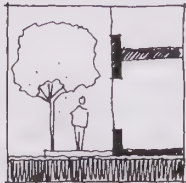


OPEN SPACE: Create public access to the water's edge adjacent to Pier 68 with views of the Pier 70 shipyard and with access from Illinois Street, if feasible with new development, and if it does not interfere with ship repair or related maritime activities.

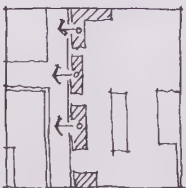


OPEN SPACE -- Continuous Walkway: Connect waterfront destinations and open spaces by establishing a walkway along Illinois Street from 20th Street to the Mission Bay open spaces to the north.

Orientation



EDGE: Place new structures at the sidewalk to form an edge to Illinois and 20th Street.



ORIENTATION -- Facing Primary Streets: The primary commercial uses and entrances for buildings located along 20th Street, Michigan Street, and Illinois Street should face those streets.

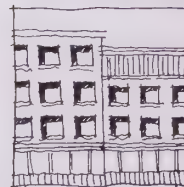
Architectural Details



ARTICULATION: New development should provide vertical changes in street facades at a maximum of 50 foot intervals by varying storefronts, setbacks, breaks in building massings, color or with architectural details such as columns, arches, structures or material changes.



CHARACTER -- Maritime/Industrial: Materials, style, detailing of buildings, street furniture, and other public improvements should acknowledge the historic and industrial character of the area.



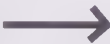
TRANSPARENCY: Avoid blank ground floor walls by providing views into the ground floor of buildings wherever feasible.

Appendix A: Street View Inventory

Street Views

Streets that connect to the waterfront should have views of the Bay, historic structures, or architecture that provides a waterfront identity.

The following is a inventory by view category of all streets illustrated on the Street View policy map on page 36 of the Waterfront Views section and as duplicated on the map below.



**Existing Views of the Bay
(to remain)**

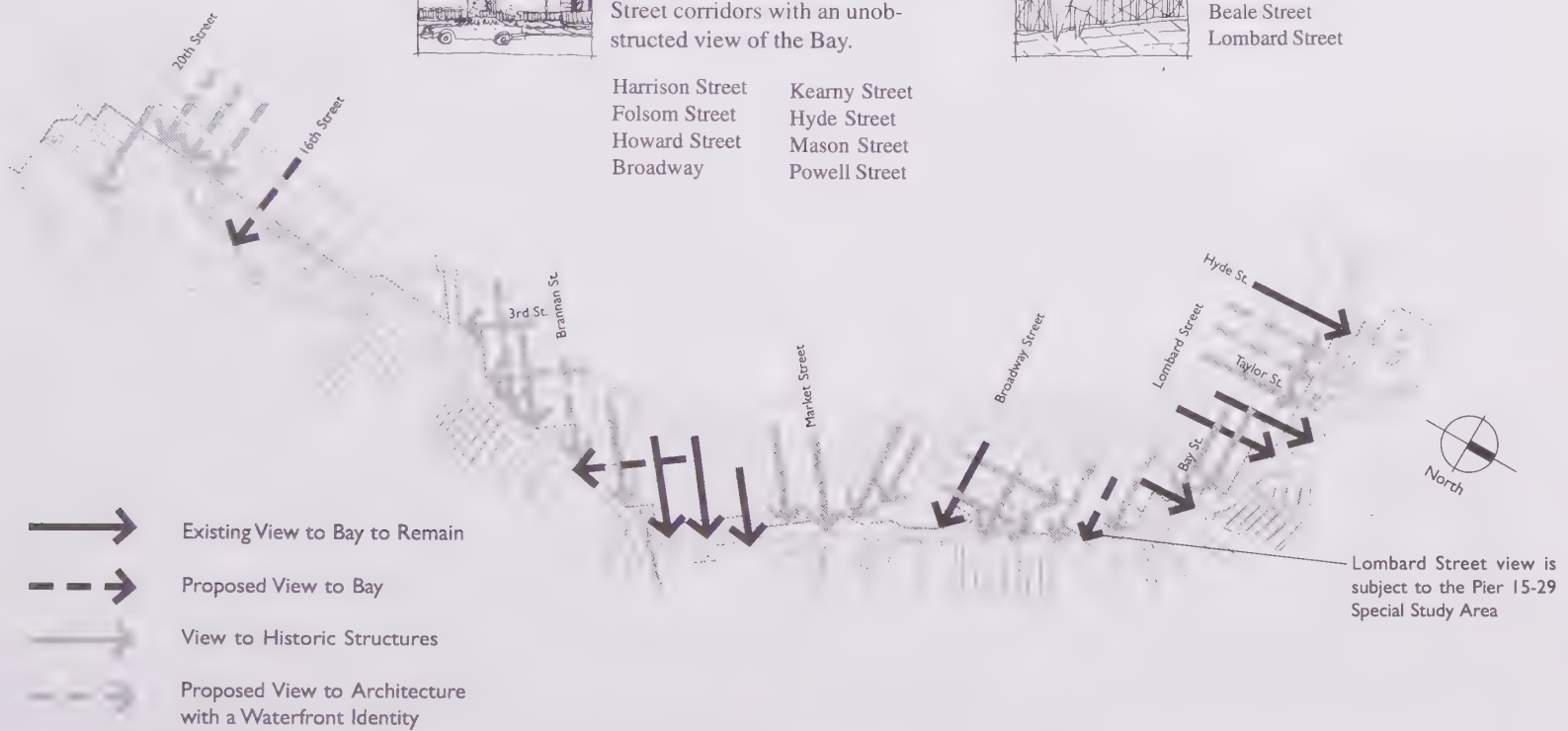
Street corridors with an unobstructed view of the Bay.

- | | |
|-----------------|---------------|
| Harrison Street | Kearny Street |
| Folsom Street | Hyde Street |
| Howard Street | Mason Street |
| Broadway | Powell Street |



Proposed View to Bay

- 16th Street
Beale Street
Lombard Street

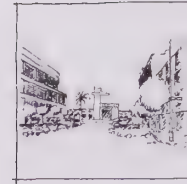




Views of Historic Structures

Street views that terminate with a view of a historic building or structure.

20th Street	Washington Street
Third Street	Green Street
Townsend Street	Front Street
Bryant Street	Sansome Street
Mission Street	Bay Street
Market Street	North Point Street
Clay Street	Taylor Street



Proposed View to Architecture with a Waterfront Identity

Streets that terminate with views of architecture that provides a waterfront identity.

19th Street	Second Street
18th Street	Chestnut Street
17th Street	Leavenworth Street
King Street	Jones Street
Brannan Street	Greenwich Street

Appendix B: Historic Resources Glossary



Character-Defining - essential to the perception or understanding; a character-defining element is a feature that contributes to the special quality of a building or a site, without which the uniqueness is lost.

Historic District - an ensemble of historic resources possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically and aesthetically by physical development or theme.

National Register of Historic Places - an official list maintained and revised by the Secretary of the Interior of properties (buildings, structures, sites, districts, and objects) that are significant in American history, architecture, archeology, engineering, and culture.

Period of Significance - a defined period of time during which a property established its historical association, cultural meaning, or value.

Preservation - the protection of historic properties from demolition or insensitive alterations. Within the Waterfront Design and Access Element, "preservation" is used as a general term, not as a specific "building treatment."

Programmatic Agreement - A type of Memorandum of Agreement, stating measures an agency will take to avoid or reduce effects on historic properties. A programmatic agreement is typically developed for a large or complex project or a class of undertakings that would otherwise require numerous individual requests for comments from the State Historic Preservation Officer and Advisory Council on Historic Preservation under Section 106 of the National Historic Preservation Act.

Rehabilitation and Adaptive Reuse - the act or process of making possible a compatible use for a property through repair, alterations and additions, while preserving features which convey its historical, cultural, or architectural values. "Rehabilitation" is further defined by *The Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards)*. *The Standards* are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

Reconstruction - the act or process of depicting, by means of new construction, the form, features and detailing of a nonsurviving site, landscape, building, structure or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

Restoration - the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.

Retention and Reuse - the act or process of reusing an historic property while maintaining it and protecting it from demolition. [This is a term defined specifically for use in the Waterfront Design and Access Element.]

Secretary of the Interior's Standards for the Treatment of Historic Properties - sets of standards, issued by the U.S. Department of the Interior, National Park Service, which provide guidance for the preservation, rehabilitation, restoration, and reconstruction of historic properties. In the Waterfront Design & Access Element, *Secretary's Standards* refers specifically to *The Secretary of the Interior's Standards for Rehabilitation*.

Stabilization - the act or process of applying measures designed to re-establish a weather-resistant enclosure and the structural stability of unsafe or deteriorated property while maintaining its essential form and character-defining features.

State Historic Preservation Officer - the official in each State or territory who administers the National Historic Preservation Program at the State level, reviews National Register nominations, maintains file data on historic properties, and consults with Federal agencies during reviews required by the National Historic Preservation Act of 1966.

The Secretary of the Interior's Standards for Rehabilitation

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match

the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic material, that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.



Industrial Buildings at Pier 70

Acknowledgments

Thank you to the Waterfront Urban Design Technical Advisory Committee for their extraordinary dedication and commitment to this public planning effort.



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American Institute of Architects

Foundation For San Francisco's Architectural Heritage

Save San Francisco Bay Association

San Francisco Bay Conservation and Development
Commission

San Francisco Planning and Urban Research Association

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